



# ALL HANDS

DECEMBER 1990

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*Rim Pac '90*

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Navy Christmas from 1988 in the Persian Gulf — a petty officer helps "Santa Claus" into a Helicopter Combat Support Squadron 3 CH-46 *Sea Knight* helicopter. Santa distributed gifts to U.S. Navy personnel assigned to Persian Gulf escort duty. Photo by PH2 Sherrie De Long.





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# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 DECEMBER 1990 — NUMBER 885  
 69th YEAR OF PUBLICATION



USN Photo

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**Front cover:** Flight deck crew clears out during an underway replenishment in support of *RimPac '90*. See story, Page 20. Photo by Fleet Imaging Command Pacific.

**Back cover:** Soviet sailors man-the-rail as they pull into San Diego for a liberty visit. U.S. Navy photo.



# News You Can Use

## **Personnel Issues**

### **Quality control and reenlistments**

If you are a petty officer 2nd class or above, had a 2.8 or below on an evaluation for reasons other than unsatisfactory body fat count or physical readiness test failure, been to adverse captain's mast or been the subject of a drug and alcohol report, you are probably on petty officer quality control.

The Petty Officer Quality Control Review Board at Naval Military Personnel Command reviews records of members with career problems and notifies them that improvement is required if they wish to continue their Navy career. Receiving a letter of substandard performance is not the end of your road in the Navy. But, if you haven't improved within two years or by end of your obligated service, you will need authorization from NMPC-831 to reenlist or extend.

Requests to separate from the program, reenlist or extend must be in writing through NMPC via your commanding officer. If performance standards haven't been met by your EAOS, you can write NMPC to appeal for retention. For more information, contact NMPC-831 at Autovon 224-8223 or commercial (703) 614-8223. □

## **New physical fitness guide**

A new Navy Physical Conditioning Guide is available to assist command fitness coordinators with basic information concerning proper exercises and procedures for developing and maintaining aerobic fitness, muscular strength, muscular endurance and flexibility. Progressive training schedules for running, walking, swimming and cycling (aerobic fitness) plus strength development with weights and equipment is outlined. Guides can be ordered from Navy Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120 or by contacting LCDR Ed Marcinik, at commercial (703) 614-5742 or Autovon 224-5742. □

## **Scholarships for family members**

The Family Member's Scholarship pamphlet, published by Naval Military Personnel Command, provides information on about 100 scholarships, ranging from \$1,000 to \$10,000, available to Navy family members. This pamphlet provides a partial listing of agencies, organizations, clubs and other military affiliated groups which may help pay for further education.

Applications are screened by each scholarship sponsor and not by NMPC. All scholarship sponsors establish eligibility criteria, set deadlines and appoint their own selection committees. Pamphlets are available at Family Service Centers, command master chief and command career counselor offices or by writing Commander, Naval Military Personnel Command, NMPC-602, Washington, D.C. 20370-5000 for a free copy. □

## **New dialing procedures**

Callers trying to reach the Pentagon or detailers at the Navy Annex, must now dial area code 703 instead of 202.

In addition, telephone prefixes for Washington-area DoD commands, including Crystal City, have changed from the 694- prefix to a 614- prefix. All Autovon numbers remain the same. □



## **JOBS training segments can open "A" school doors**

If you are interested in getting into an "A" school that has been closed to you, then Job Oriented Basic Skills can help.

JOBS trains sailors who do not meet specific Armed Services Vocational Aptitude Battery score requirements to qualify for a Navy class "A" technical school in a rating in which they show potential. Currently, JOBS has six functional strands or training segments:

**Strand I:** a four-week engineering course conducted at Great Lakes, Ill., which feeds into BT, GSM and MM "A" schools.

**Strand II:** an eight-week operations course conducted at Memphis, Tenn., which addresses OS, OTM-AEF, AW and STG "A" schools.

**Strand III:** a five-week administration course conducted at Meridian, Miss., which funnels into

PN, SK, AK, DK, YN and AZ "A" schools.

**Strand IV:** an eight-week electronics course conducted at Memphis, Tenn., which directs students into AT, AX, AQ, ET-AEF, FC-AEF, GM and EW "A" schools.

**Strand V:** an eight-week electrical course conducted at Memphis, Tenn., which funnels students to EM, CE, IC and AE "A" schools.

**Strand VI:** a four-week navigation course conducted at Orlando, Fla., which pipes students into the QM "A" school.

To participate in this program you must be a U.S. citizen, at least 17 years old and meet the Navy's physical requirements, including drug/alcohol policies.

For more information refer to OpNavInst 1514.1A or contact Naval Military Personnel Command Code 482 at Autovon 223-1326 or commercial (703) 695-9540. □

## **Separation pay considered for enlisted members**

The Navy fully supports separation pay, now being drafted by DoD and members of Congress, even though the option may never be used. Although other services are planning involuntary reductions in reaction to budget cutbacks brought about by recent world events, the Navy does not expect to force out enlisted personnel. Separation pay is intended to compensate involuntarily released members for their loss of retirement benefits, and to ease their transition into civilian employment.

Chief of Naval Personnel VADM Mike Boorda said, "The Navy plans to meet required force reductions through reduced accessions and retirements under high-year tenure rules rather than involuntary releases. Some early retirements and releases of Navy officers may be necessary however."

Under current law, only officers and enlisted

reservists are entitled to separation pay when involuntarily released. New legislation would add regular enlisted members, and increase minimum service requirements from five to seven years for officers and enlisted. The legislation is also expected to retain the existing \$30,000 payment cap.

To qualify for separation pay, involuntarily separated members would have to be fully qualified for retention. Planned changes to DoD and Navy policy would virtually eliminate from eligibility those separated under adverse circumstances including substandard performance, misconduct, homosexuality and failure of drug or alcohol rehabilitation.

If passed, enlisted separation pay legislation is expected to take effect in 1991. Updated information on this legislation will be provided as it becomes available.

For more information see SecNavInst 1900.7 series and DoD Directive 1332.29. □



# Person to person to person

## *Sailors and Marines get home via MARS.*

Story and photo by JO2(SW) Joe Bartlett

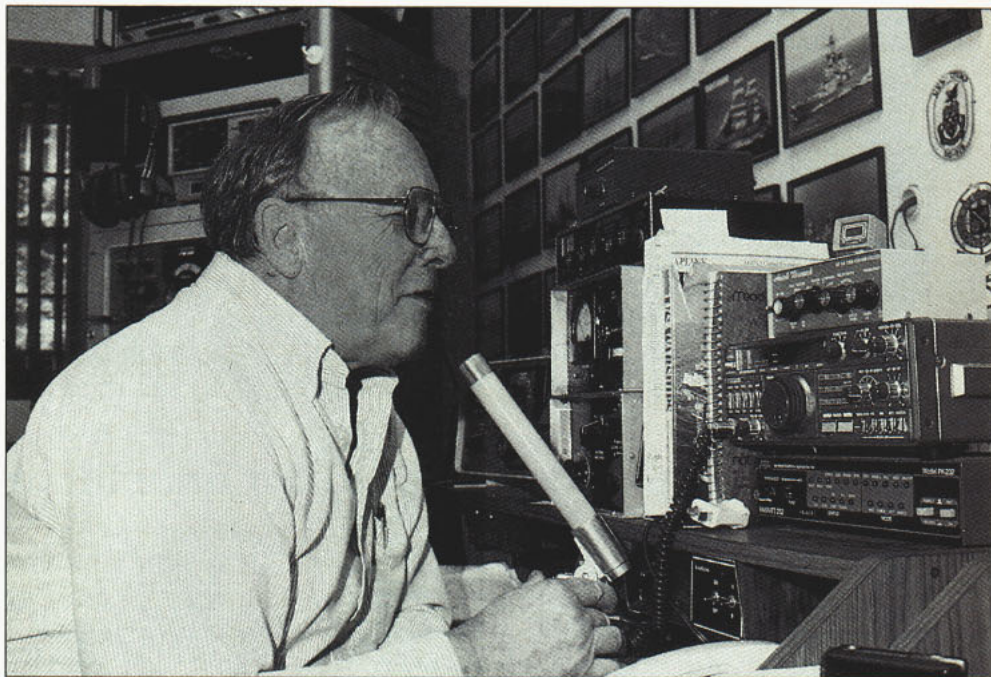
As the Navy's massive commitment to *Operation Desert Shield* continues, sailors and Marines aboard U.S. warships in the Middle East are going to MARS to reach out and touch someone.

For more than 40 years, the Military Affiliate Radio System has provided emergency communications for military, civil and disaster officials while handling morale and personal emergency message and voice communications traffic. Today it continues that mission by keeping *Desert Shielders* in touch with their loved ones back home.

A volunteer program, MARS was established in November 1948 for the Army and Air Force. In August 1962, establishment of Navy-Marine Corps MARS brought this service to sailors and Marines at sea.

In the early years of the Navy's program, operators ashore and aboard 35 Navy ships transmitted routine information and teletype messages for the American Red Cross. By 1976, shore-based operators provided voice communication through radio-telephone "patches" from sailors at sea to loved ones back home. Prior to *Operation Desert Shield*, this network of volunteers averaged 60,000 phone calls each year.

Along with phone patches — 13,850 of which were completed from ships through ashore MARS stations in September 1990 alone — MARS operators provide a message service to sailors and Marines — MARS-grams.



While the number of phone patches increased 300 percent since *Operation Desert Shield* began, use of the free MARS-gram service has skyrocketed by more than 3,500 percent. MARS-grams transmitted over radio using a shipboard computer and modem helped nearly 9,000 sailors send word home during the first 60 days after the Iraqi invasion of Kuwait.

Aboard USS *Flint* (AE 32), Electronics Technician 2nd Class Bernie Walls tunes the transmitter of the ship's MARS station in another attempt to help a crew member get in touch with home. *Flint* is one of 416 Navy, Military Sealift Command, National Oceanographic and Atmospheric

**Fred Chapman's work as a MARS volunteer makes him feel he's a part of *Operation Desert Shield*.**

Administration and U.S. Army ships equipped with MARS stations. Since the Aug. 2 Iraqi invasion of Kuwait, Walls and his fellow MARS operator, Electronics Warfare Technician 2nd Class John Drew, have helped more than 200 *Flint* crew members contact home while supporting USS *Independence's* (CV 62) carrier battle group.

Walls and Drew volunteered to man the station through the long nights of this deployment — the only time radio signals can reach the United States from the Gulf of Oman. *Flint's* station



gets plenty of business in the early hours before dawn. Scores of crew members fill out request forms and wait patiently below on the mess decks until their name is called to see if they can get through.

Storekeeper Seaman Apprentice Rhonda Bolen beamed after talking with her grandmother, Mozelle Robertson, following reports that a tornado had swept through her hometown.

"She was just fine," Bolen said. "Hearing her voice at home is a lot better than a letter. Knowing my family's all right takes a lot off my mind."

MARS phone patches are limited to five minutes, unless it's an emergency. Responses to Red Cross traffic override all routine calls, enabling sailors to contact family members during a crisis. The operator sits beside the caller to ensure the signal is clear and that the caller doesn't discuss matters that would involve security. When the call is completed, Walls and Drew wait for their next turn in the rotation to try another patch.

"Red Cross messages are sometimes hard on the operators," said Chief Navy Career Counselor Michael Scott, *Flint's* MARS coordinator. "Normally they inform of a death in the family or similar tragedy and there are tears involved. It gets to you after a while, but putting the crew in touch with people back home is worth it."

Walls recalled one Red Cross call where a sailor spoke with his mother, whom doctors had given only days to live. "He was begging her not to die until he got home," he said. "She said she would try, but knew that her time was coming. It really tore me up."

"The biggest problem for both people on the ship and those back home is fear of the unknown," said *Flint's* Commanding Officer CDR George L. Skirms III. "There's always that suspicion by stateside families that we're saying 'everything's wonderful' when it's not. MARS has been the key to getting the message across that everything is OK."

The key to that communication from *Desert Shield* ships has been the 88 MARS stations in CONUS; Okinawa, Japan; Guam; Naples, Italy; Sicily; Hawaii; Alaska; and the Philippines. Like the operators aboard ship, these Americans — mostly amateur radio enthusiasts volunteering as MARS operators — devote countless hours putting patches through for sailors at sea. "They call themselves amateurs, but those people are real professionals," Drew said.

One of these professionals, Lynne Richardson of Middletown, R.I., has helped *Flint* place more than 40 calls since the Iraqi invasion of Kuwait. The blind daughter of a 28-year Navy veteran, Richardson spent more than 200 hours between Aug. 2 and Sept. 30, placing nearly 1,500 calls for sailors aboard 45 different ships. Of those 1,500 calls, more than 150 were priority calls for the Red Cross.

"I really enjoy doing this for the guys over there," Richardson said. "Through my father, I know about Navy life and understand what people go through during family separation."

Since *Desert Shield* began Richardson has patched two marriage proposals through MARS — both were accepted — and countless birth announcements.

"It takes them a long time to say 'goodbye' because they say 'I love you' at least 15 times per call," she said.

Fred Chapman, a Navy veteran of World War II and the Korean conflict, acts as the MARS afloat specialty net coordinator overseeing all Navy MARS operations with ships at sea from his station near Fredericksburg, Va. In this role, Chapman performs the same volunteer work as other MARS operators ashore while spearheading improvements in the system, bartering with the Navy for frequencies, training and licensing MARS operators around the world and spreading the word about MARS and its mission.

"It's a ministry for me, giving me the chance to do something beneficial

for the Navy," Chapman said. "Having been on the other end and knowing the frustration of weeks at sea with no family contact, it's a great feeling when I can get on the radio and get some people's problems solved."

Chapman spends up to 18 hours daily at his station trying to solve those problems, earning him the title "Mr. MARS." Those problems range from Red Cross messages to just saying 'hi' to family and loved ones, but MARS doesn't stop there. One of the pioneers of Navy MARS, Chapman keeps adding more services for seagoing stations, including patches from deployed sailors to their detailers and liaison with Navy ombudsman networks.

Chapman said MARS affiliate stations involve an average \$5,000 investment by the shore station operator and endless hours of diligence trying to link sailors and families under difficult circumstances.

"The frustration of not finding any clear channels, going hour after hour — even until three in the morning — operators begin to suffer from extreme burn out," Chapman said. But he said the ability to communicate anywhere in the world is a great motivator for the MARS team. "Just the personal desire to help out sailors around the world keeps them going."

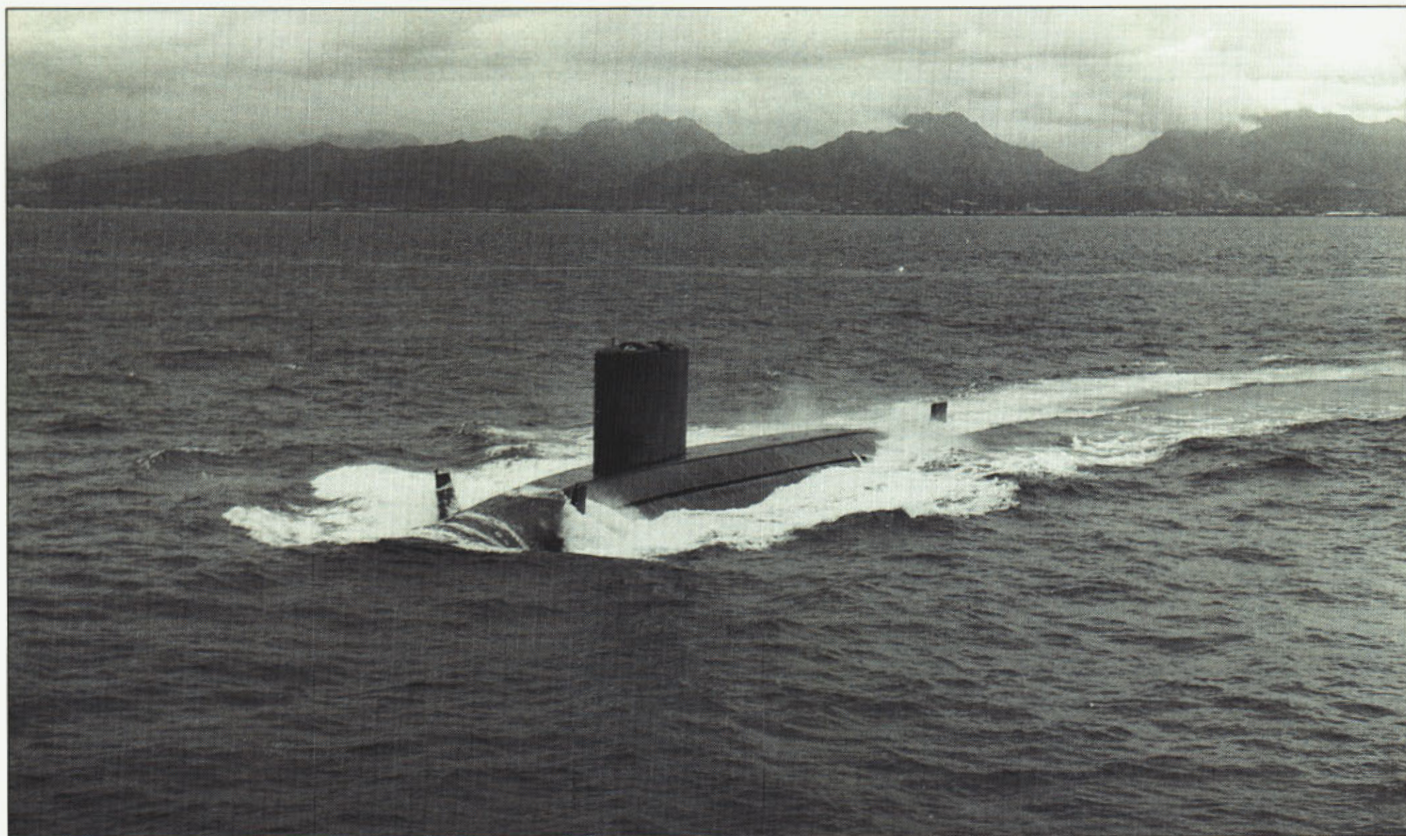
For those ships that have MARS stations, Chapman and his volunteers keep vigilant trying to serve the sailors and Marines at sea. He said that even with the long hours and frustration, every call is worth the effort.

"All you've got to do is listen to a couple of these phone patches and see how situations are resolved," he said. "It's very satisfying."

Wrapping around the globe to get the word home, Walls, Drew, Richardson, Chapman and hundreds of other volunteers are keeping things going and the news flowing during *Desert Shield* through MARS. □

*Bartlett is assigned to Navy Internal Relations Activity, Washington, D.C.*





# The last diesel

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*Blueback's decommissioning marks end of an era.*

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Story by JO2 Rachel J. Steele, photos by PH2(DV) Michael Poche

Since USS Nautilus (SSN 571) sent her famous message, "underway on nuclear power," Jan. 17, 1955, the days of the diesel boat were numbered. All Hands took a look at the last of the diesel boats, USS Blueback (SS 581) earlier this year. Blueback was decommissioned Oct. 1 in San Diego.

The concept of using a submarine as an offensive platform was born during the American Revolution between 1775 and 1783, and put into action during the War of 1812 and the Civil War. Some successes were documented, but a suitable means of propulsion kept the underwater boat

impractical.

In 1909, the U.S. Navy commissioned and bought a submarine from John P. Holland, an Irish immigrant and inventor, for \$150,000. Thus, the silent service was born.

The first submarine was improved upon time and time again. From steam



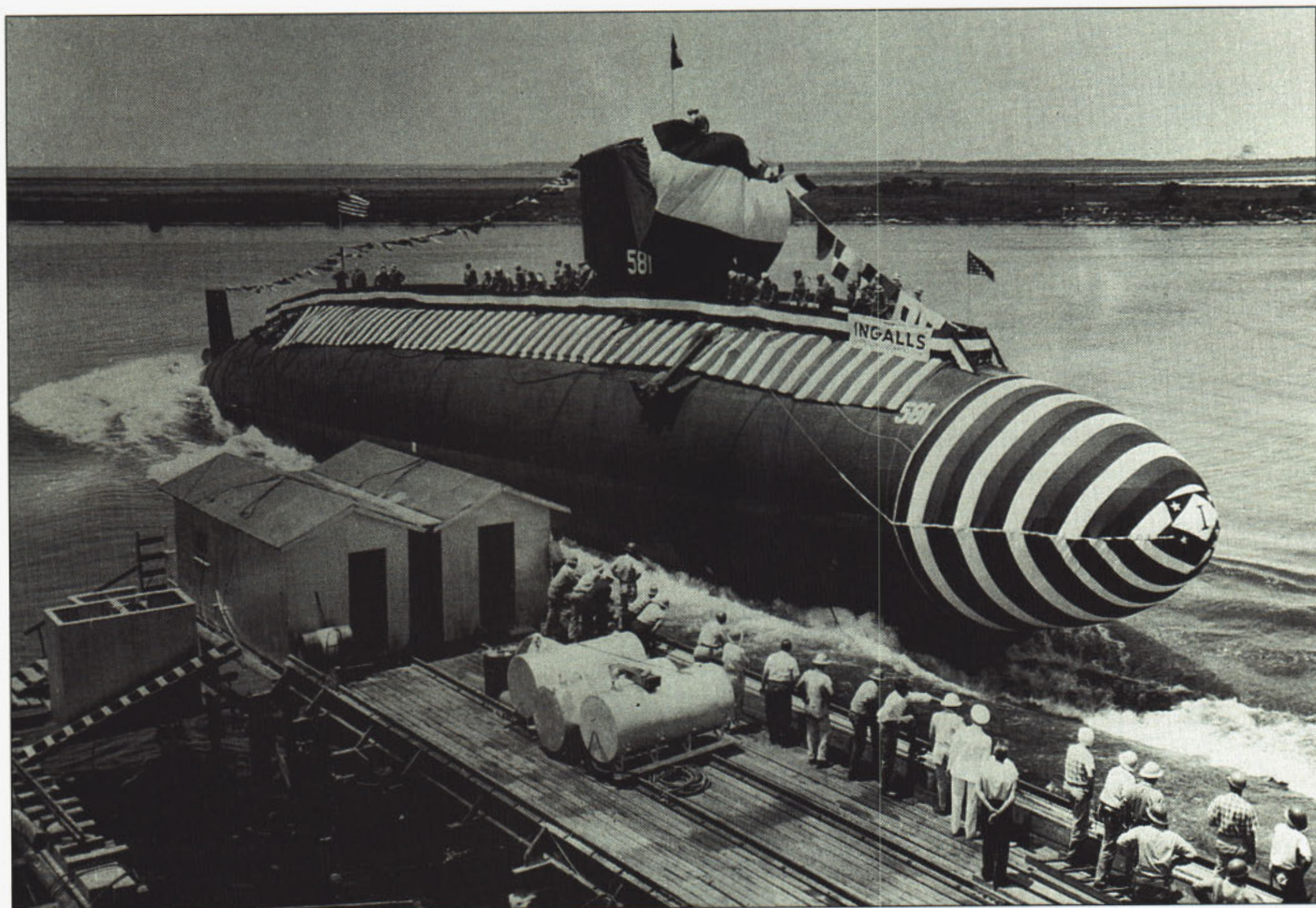
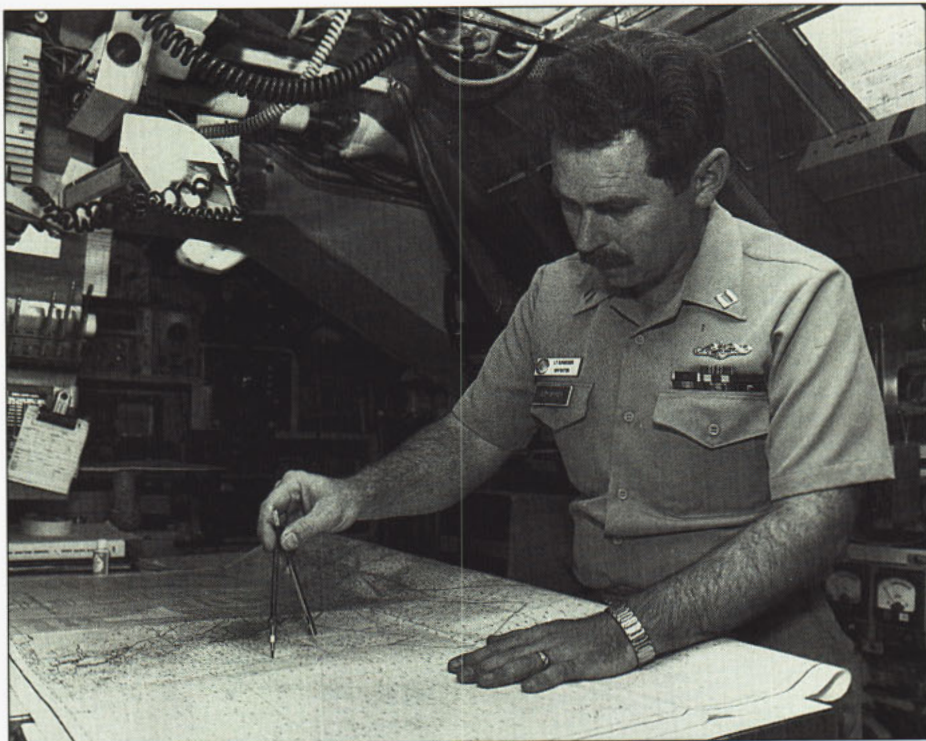
to electricity to diesel to nuclear power, the submarine has undergone a metamorphosis from a boat that could only submerge for a few hours to one capable of staying submerged for years.

But time finally ran out for the submarine that bridged the gap between World War II and the nuclear generation.

"When you start talking about *Blueback* going out of commission, you start talking about the end of an era," said CDR Thomas A. Grassi, commanding officer of the Navy's last diesel-powered attack submarine. "It's time to say goodbye."

*Blueback* is a *Barbel*-class diesel-electric submarine, the last class of

**Below:** Launched in 1959, *Blueback* spent more than 30 years serving the fleet. **Right:** LT David Schneider, *Blueback*'s last navigator.





submarine to have the "teardrop" hull design for high speeds and maneuverability at deep depths.

When it joined the fleet 30 years ago, *Blueback* represented the state-of-the-art in submarine design, said Grassi. *Blueback* has become even more of a contrast today as the Navy concentrates its funding and research on 21st century, nuclear-powered submarines like the *Seawolf*-class SSN 21.

"The Navy isn't making a mistake by decommissioning diesel submarines," said Grassi. "Diesel submarines have their limitations for obvious reasons."

According to Grassi, diesels can't stay submerged for extended periods of time like a nuclear-powered submarine because it has to refuel. When the two huge storage batteries that propel the ship's electrical motor run low, the sub must surface or stick a long snorkel tube above water so the engines can be turned on to recharge them.

Although nuclear-powered submarines are leading the way in technology, submarine sailors say that serving on board a diesel boat is special.

"I always wanted to be on a diesel boat," said Master Chief Machinist's Mate Charles E. Wormwood III, *Blueback*'s chief of the boat. "The submarine service is based on diesel boat tradition. There's a lot of pride in the submarine community and a lot of pride on this boat."

"I've been on board *Blueback* for five years," added Electrician's Mate (SS) 1st Class Martin Leiker. "I could have left two years ago, but I've put a lot of sweat and tears into this boat. I wanted to be with it until the decommissioning. It was a privilege."

"This is the third diesel boat I've decommissioned," said LCDR John E. Inman, executive officer. "It's a very confusing time for everyone because it goes beyond our standard way of doing business. It can also be a stressful time for the crew," he said. "I've done my best to help make the transition as smooth as possible. As they leave here

I want them to have a nostalgic feeling, not one of loss."

Some of the crew will either have to cross-rate or never serve aboard another submarine because certain ratings have no billets on board nuclear-powered submarines. For example, if an engineman wishes to remain a submariner, he will have to change rate to machinist's mate. Electrician's mates could cross-rate to interior communications electrician.

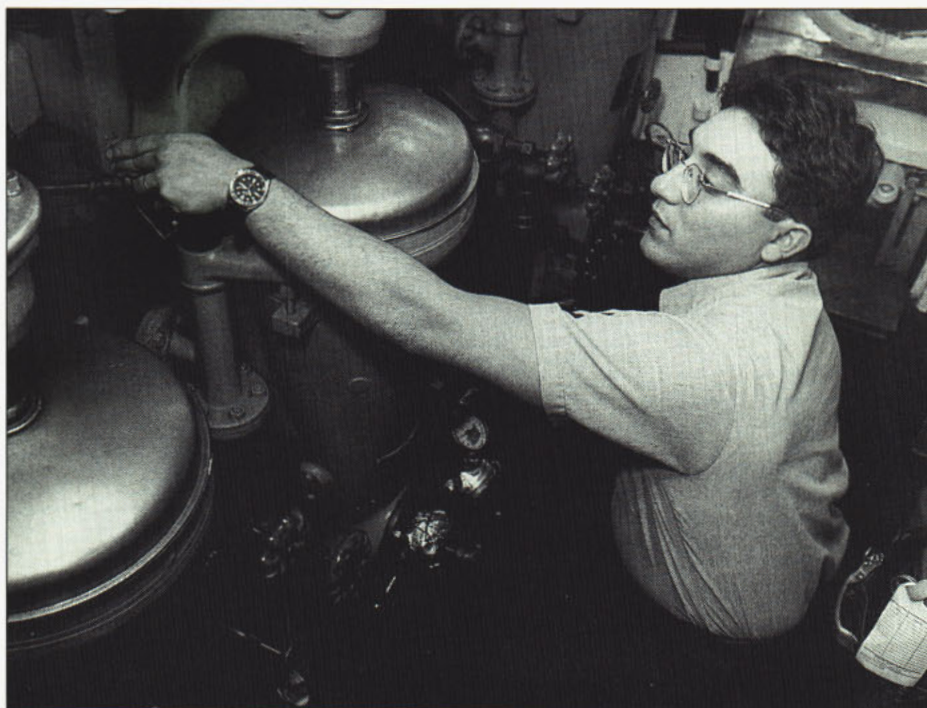
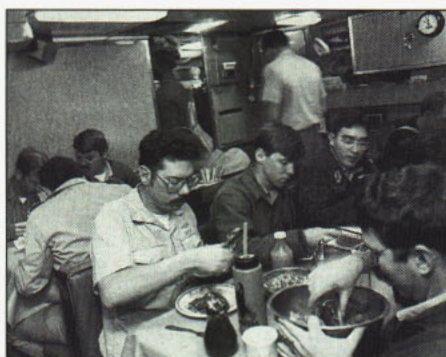
"It's all personal preference," said Leiker, who is also the career counselor. "Most of the men would prefer to serve aboard submarines if possible."

"I want to make them ready to move onto other submarines and be-

come part of the nuclear Navy," said Inman. "It's my job to convince them that although the diesels are gone, there is a place for them as submariners on other ships. The men are ready." □

*Steele is assigned to the Navy Public Affairs Center, San Diego.*

**Bottom and below left: Crew of the last diesel boat work and eat aboard *Blueback* during the ship's last days of service. Below: The only date missing from the ship's plaque — Decommissioned Oct. 1, 1990.**





## *Career Information Team*

# the word Getting out

You're not going to be a sailor forever.

Whether you end your Navy career after a four-year enlistment, retire to the fleet Naval Reserve after 20 or 30 years or decide to get out somewhere in between; the bottom line is, at some point, you will get out of the Navy.

Every year the Navy discharges approximately 97,000 sailors through retirement, end of enlistment or service-incurred disability.

A number of benefits are available to Navy veterans to make the transition to civilian life easier. To get that information to sailors the Navy created Fleet Career Information Teams.

The West Coast team is headquartered in Commander Naval Air Force U.S. Pacific Fleet's office at Naval Air Station North Island, Coronado, Calif., and the East Coast team is headquartered in Norfolk. Pacific fleet program counselors are located in Long Beach, Port Hueneme and Point Mugu, Calif., the San Francisco Bay area, the Pacific Northwest and Hawaii. Atlantic team counselors are in Newport, R.I., Philadelphia, Pa., Charleston, S.C., and Jacksonville, Fla.

These counselors provide guidance and information on Naval Reserve programs, veterans benefits and other entitlements available to sailors upon completion of active duty.

"We've taken a very specialized segment — separations — and become

**NC1 Terry Goforth explains the importance of having the correct paperwork filed when retiring or leaving the Navy.**

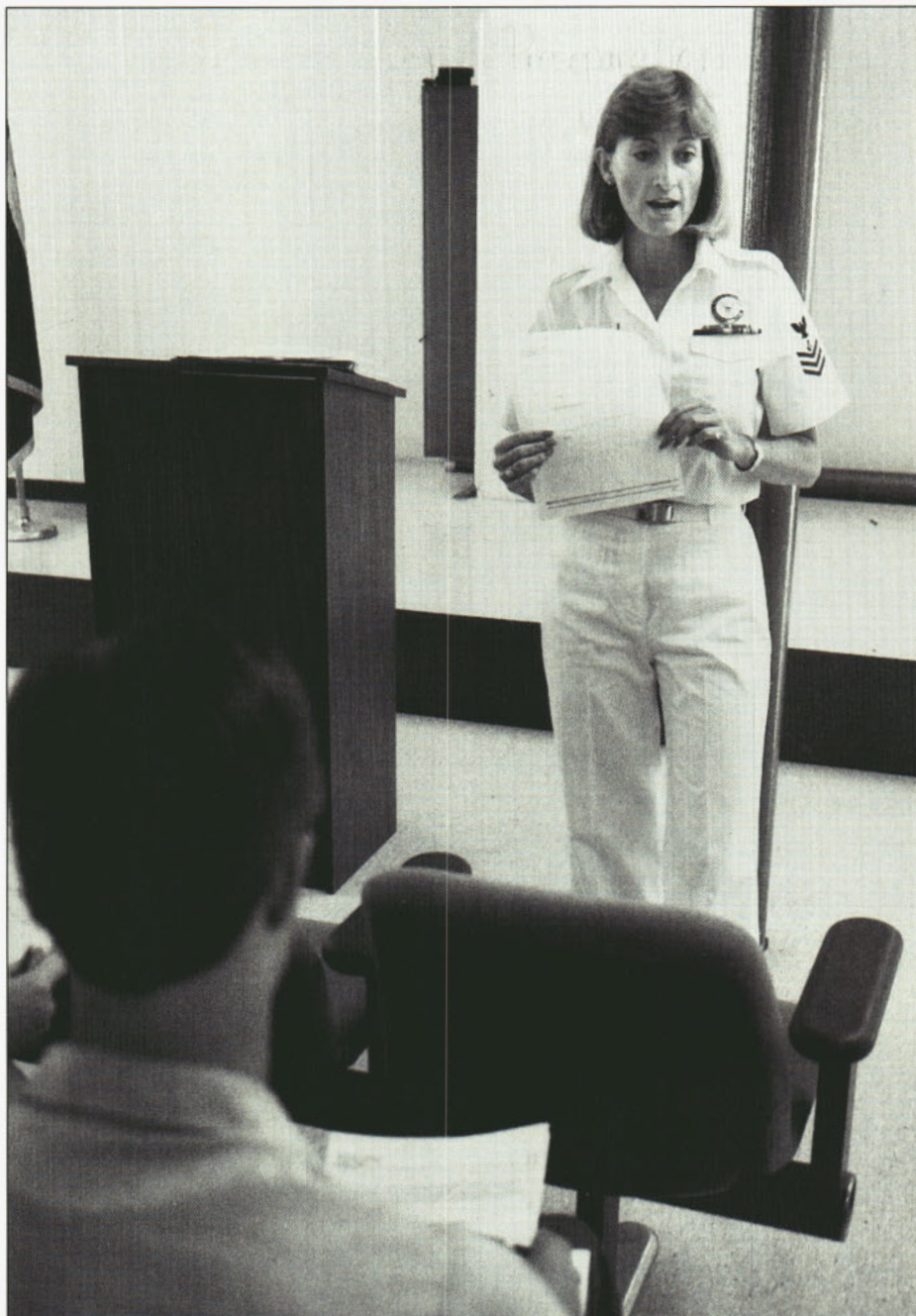


Photo by CW02 Gary Martin



experts," said CDR John Halvorson, Pacific fleet program director. "We put out a standardized presentation with the most up-to-date information available about military benefits and other benefit programs acquired by virtue of military service."

One of the first things the team stresses is the importance of correctly filling out DoD form DD 214 before signing it.

"We really get into a lot of detail on the DD 214," said Chief Personnelman Jules Schreiber, the team's assistant director. "Many people don't realize the DD 214 is the key document needed when applying for any employment opportunity or VA benefit. It's also necessary for those wanting to apply for unemployment compensation benefits or who plan on continuing their education."

"We want them to be able to go to their Personnel Support Detachments and understand what's going on, and know what they should be looking for. Therefore, when they sign it," said Schreiber, "it's accurate and correct."

One problem, according to Halvorson, is that many sailors feel it's not worth the time to attend the pre-separation brief, and those who don't take

advantage of the program could be in for a rude awakening.

"Officers, as well as enlisted, are generally aware of key benefits like the GI Bill and the Naval Reserve program," he said. "But generally speaking, they don't know about the DD 214 and what entitlements it's needed for."

"You have to remember, once you're out of the Navy, you're on your own, and if there's a problem with your DD 214 it's pretty difficult to make a change," explained Halvorson. "If something happens to you, nobody's going to hunt down your family members and say, 'Here's your insurance money. Here's one of your benefits.' It just doesn't happen."

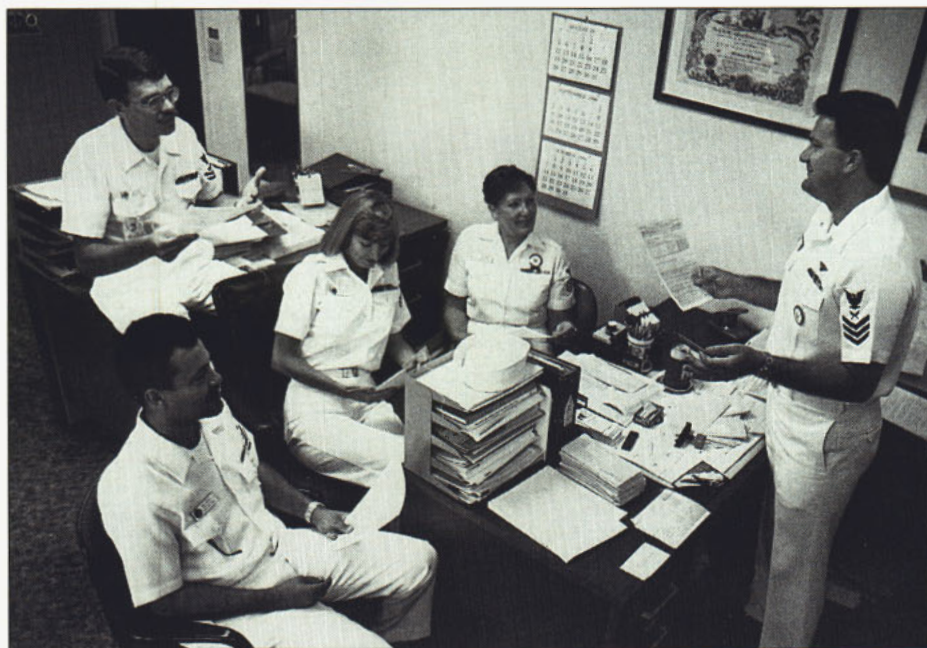
Navy Counselor 1st Class Terry Goforth, a pre-separation field counselor, said, "During our presentations we touch on everything from unemployment benefits to shipment of household goods. There are usually 30 people in class with 30 different questions."

The importance of the job of informing shipmates is not lost on Yeoman 1st Class Jose Crawford. "When the Chief of Naval Operations stressed the importance of taking care of our shipmates, I knew this was the com-

mand for me," said Crawford. "I'm in a job that's really worthwhile because it's going to help my shipmates. That's what it's all about."

The proof of the impact of the career information teams can be found in comments made by sailors who've been visited by the teams and feel the program was beneficial.

"It's a lot of information put out to you in one day, but for most sailors it helps," said LT Brian Garren, assigned to Amphibious Squadron 7, at Naval Station, San Diego. "The counselors are very knowledgeable, and the setting is very relaxed. I feel if you don't attend, you're going to be digging through a lot of needless information at a VA office. With this program you have the inside track — a little more



Left: The counselors share information that they can pass on to shipmates during pre-separation classes. Above: Scheduling classes and training counselors are just a few of the responsibilities of CDR John Halvorson, Pacific fleet program director, and his assistant, PNC Jules Schreiber.



guidance to point you in the right direction to get the information you need."

Information provided during the two-and-a-half hour presentation covers Naval Reserve programs and VA benefits, as well as guidance on medical, dental and insurance programs.

Sometimes, getting this information to sailors before they leave active duty is difficult, according to Halvorson. "The instruction (OpNavInst 1900.1C) states that we will talk about the Reserves," said Halvorson, "but we've found that it's hard to get people to come to a Reserve group seminar. That's bad news, because a lot of the information we put out is critical."

For Cryptologic Technician Administration 2nd Class Ruby Nance, a recent program attendee, understanding the different types of Naval Reserve programs was a major concern.

"I've been on active duty for almost 10 years now, and I'm going to be separating when I have my baby," said Nance. "I want to join the Reserves and then return to active duty. The counselors took a lot of time to answer all my questions about the Training and Administration of Reserves and Ready Reserve programs that I'm sure a lot of people don't know about," she said. "A lot of people may say, 'I know everything there is to know, I just want to get out.' But why not take the extra time, go through the seminar and learn all you can about what you're entitled to? Besides that — it's free!"

Data Processing Technician 1st Class Robi Tanner has been a separation counselor since 1986. She says many women in the Navy don't take advantage of the different VA programs offered.

"When I separated in 1971 there wasn't anything like this — and I really could have used it. I didn't know about drawing unemployment or anything," said Tanner.

"Some former servicewomen don't consider themselves veterans, so they don't think to go down to the VA and

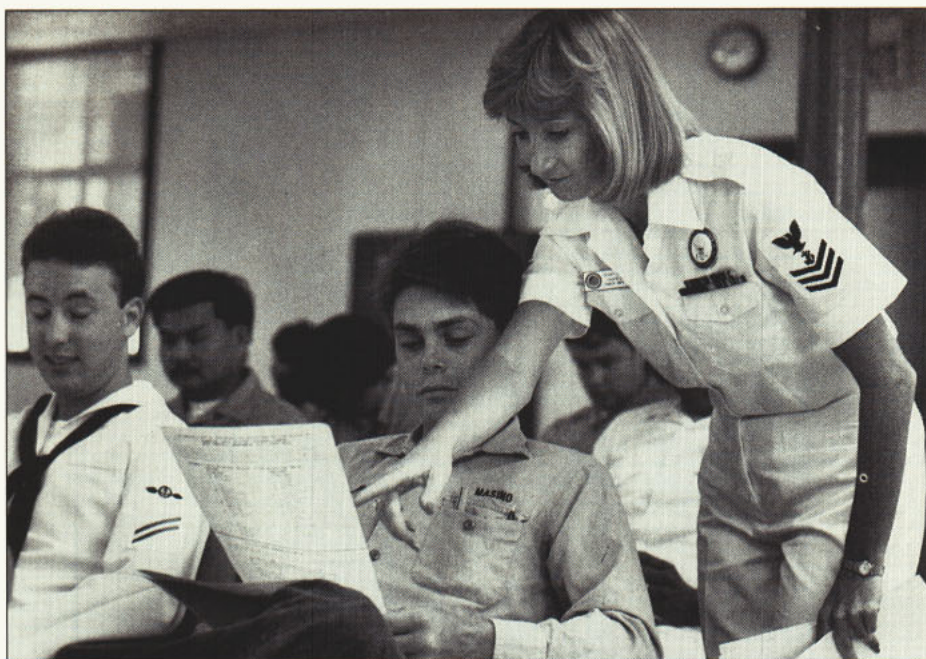


Photo by CW02 Gary Martin

see what services the VA can offer.

"There are some separating sailors who have negative feelings about the military, and when they hear this is a lecture on the reserves, they don't attend. I say, 'just look past how you feel about the service and attend the brief, so you can get that other valuable information to use in the future.'" □

**Sailors appreciate the time taken by counselors to ensure that they receive every benefit once they leave the Navy.**

*JO1 Linda Willoughby provided information for this story. Willoughby is a writer for All Hands.*

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Bremerton/Bangor	AQ1 Bob Popper	(C) 206-396-7007
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Pearl Harbor	YN1 Warren Carter	(C) 808-474-5281
Western Pacific		



# Lone sailor's vigil

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## *Lone Sailor silently greets visitors*

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Story and photos by Dave Fraker

Jay Hood had served as a "deck ape" for about six months when he noticed a sailor dressed in white leaving the ship early.

"I asked what job he had and was told he was a hospital corpsman," says Hood. "Right then I decided, 'that's the job for me. No more scraping rust, painting bulkheads or working 12-hour days!'"

That was more than 34 years ago.

Hood was the command master chief for National Naval Medical Center, Bethesda, Md., when he retired from the Navy in 1988. A short time later he accepted a job with the Navy Memorial Foundation. Today, Hood is the Navy Memorial Master Chief — an honorary title, but not too far removed from his job in the Navy.

Hood has a small, temporary, underground office next to the water pump and filtration system for the memorial fountains. From his small desk, and with one telephone, Hood runs the day-to-day operations of the memorial. Its location — in Washington, D.C., on Pennsylvania Avenue, halfway between the White House and

the Capitol — makes those operations busy.

He regularly greets visitors, chases off skateboarders, hires crews to set up for weekly band concerts and keeps an eye on construction progress. Some days he arrives at daybreak and leaves well after dark after the last bandstand is folded and put away.

Light filters down from cracks in the simple plywood structure covering the steps to Hood's office. "This place will be removed and filled in when we open the 22,000-square-foot visitor's center," Hood says as he steps into the bright sunlight. It's Thursday and that means a long day for Hood: A concert will be held on the 100-foot diameter marble map of the world that forms the "floor" of the memorial.

"This granite is two inches thick," said Hood. The white areas represent land masses and the black areas the oceans. Each piece was hand-cut using high-pressure water and carefully set into place.

"We decided to place the Lone Sailor statue in the center of the largest ocean," Hood said, in the proprietary

way of someone who takes his job to heart. "At night during the concerts we put a small spotlight at his base — it creates a certain mood."

The Lone Sailor is a little more than six feet tall, dressed in a dress blue jumper and wearing a peacoat. The statue is cast in bronze, but metal is mixed in from USS *Constitution* and several other ships that have fought in U.S. wars.

"Two law firms have moved into the Market Square complex," said Hood, pointing to the stone-columned buildings surrounding the memorial. The buildings are designed for retail, office and residential use and have only recently been opened. The outdoor part of the memorial was dedicated in







1987 and the visitor's center is scheduled for dedication in Spring 1991.

In spite of the long hours, Hood likes his job.

"What I enjoy the most," said Hood, "is talking to the old salts who stop by — the tall and short, the gray and stooped, the 'steamers' of yesteryear. They look at the Lone Sailor statue and see what they once were, and still are at heart. They stop to ask questions and tell sea stories and I know just how they feel.

"They are a proud lot who have earned the right to be portrayed in this fashion," he continues. "This bronze work of art has become the strongest statement in our memorial, and, I might add, the only memorial in

Washington specifically designed to honor a branch of the military."

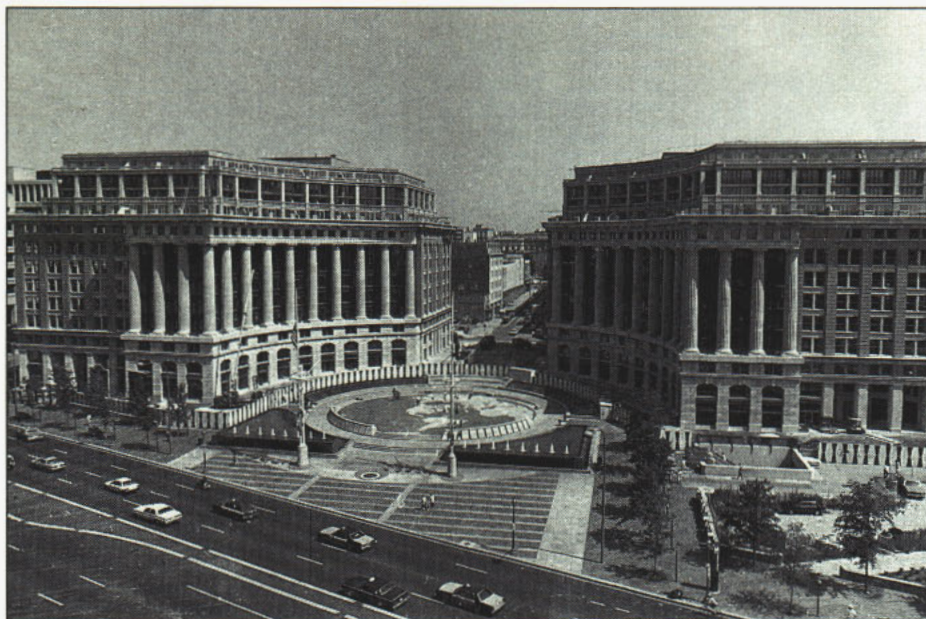
The memorial is a centerpiece for the redevelopment of Pennsylvania Avenue. It is also a fitting place to retire, host a change-of-command ceremony or reenlist.

Since January, the Navy Leagues of the District of Columbia and Northern California have paid the \$25 fee to put the name of each sailor who reenlists at the memorial into the memorial log. When it's opened, the log room will be located in the visitor's center. So far, more than 150,000 sailors have signed on to put their names and particulars about service time in the log. Any visitor to the memorial will be able to call up a name and it will appear on half a



**Above Left: Retired Master Chief Jay Hood overlooks the memorial's courtyard. Above: The Lone Sailor on display as part of the Navy Memorial.**





dozen computer displays placed around the visitor's center. Recently, the Kodak company installed a system that will display photographs of sailors in the log by means of modern electronics and computer wizardry.

As the Market Square buildings start to cast shadows across the world map, Hood raises a flag hoist on the yardarm spelling out the Navy Supply Command.

"We do this before every concert," Hood explains. "We spell out the command that is being honored."

The concert band from the Naval Academy will play on the memorial's concert stage tonight. Hood's crew arrives and sets up specially-made contoured bleachers across the oceans and continents on the floor. Hood's sound man arrives. Spotlights are connected and tested. Musicians arrive. Soon, Supply Corps members dressed in crisp, fresh uniforms are joined by stroller-pushing tourists dressed in T-shirts and shorts, Navy veterans, business people just getting off work and local residents.

The sky has darkened, spotlights come on and Navy Memorial Master Chief Jay Hood settles back to listen to "his" Navy band play at "his" memorial — and yours. □

*Fraker is editor of the Eagle at Naval Air Station Lemoore, Calif.*

*Names of personnel from the Navy, Marine Corps and Coast Guard can be recorded in the Navy Memorial Log for a \$25 donation. Send a check or money order payable to U.S. Navy Memorial Foundation to: U.S. Navy Memorial Foundation, P.O. Box 12728, Arlington, Va. 22209-8728. Include the following information about an individual to be logged: name, address, date and place of birth, branch of service, dates of service and highest rate or rank. Updates to information in the log does not require any further donation. For more information call 1-800-821-8892. In Virginia, call (703) 524-0830.*

**Above Left: 701 Pennsylvania Ave., N.W. - The Navy Memorial. Center: Jay Hood spends countless hours on the telephone making arrangements for performances. Above: Flags are raised honoring visiting commands.**



# What happens to the money?

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*The budget: how it works and why.*

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Story by Jan Kemp Brandon

The nation's federal budget is an overwhelming process that challenges and even baffles some of Washington's financial wizards. The process reaches into every facet of American life, affecting every organization, business and citizen, including the U.S. Navy. A basic understanding of the budget process will help you understand how it affects your pay, promotions, housing, weapons and equipment — your life.

The process starts with the President submitting a budget to Congress in mid-January. This budget consists of inputs from different departments, such as the Department of Defense, within the federal government. Congress then analyzes the President's budget and decides what they will do with it — make changes or accept it as is. Congressional committees, primarily budget committees, work on developing a budget resolution. A budget resolution is nothing more than an outline showing what total dollar tar-

artwork by Michael David Tuffi





gets Congress will be allowed to budget for and hopefully what revenues they expect to gain in the fiscal year to support that budget. These budget resolutions are really spending targets listed by committee jurisdiction areas which have overall guidance. The budget resolution is internal congressional guidance, not legally binding, and can include reconciliation instructions telling these committees that they must change laws, raise taxes, cut overall spending, etc., to meet these particular spending guidelines set by Congress.

Next, we come to the authorization process. The authorization process or budget authority is an important step in implementing a budget and can be compared to opening your own checking account. Once you have opened a checking account with a particular bank, you are given a book of checks and are now allowed to write checks against that account. You are now authorized to use that bank for your checking account needs. They now authorize you to use their bank for your checking account needs. You have just received your *authorization* account number.

The authorization bill allows Congress to say yes or no to specific defense spending requests. But, you must have money in that checking account to be able to write checks. That's where the *appropriations* bill comes into play.

The appropriations bill makes the deposits into new and existing accounts (the checking accounts) and specifies how much money each government department may spend. So the authorization opens the account and gives you the OK to spend money, while appropriations puts money into the account.

Money available in the checkbook account includes balances from prior paydays (fiscal years) plus the new deposit from the current payday (this fiscal year).

According to Chief of Navy Legislative Affairs RADM William J. Flan-

agan, the Navy gets both authorization and appropriation authority from Congress through defense authorization and appropriation laws.

"When you present a budget (to Congress) you are [usually requesting] budget authority. You are talking about what new monies you want to get BA authorization for in a given fiscal year. In FY91 almost 40 percent of the BA is related to pay for people, 12 percent will be spent on current FY91 operations and almost 40 percent of FY91 outlays will be spent from prior year obligations," he explained.

Keep in mind that just because a bill or money is authorized, doesn't always mean the bill or money will be appropriated — or vice versa. An example of this was when the new A-6F *Intruder* received appropriations but was never

authorized. The money was appropriated but the Navy was not given the OK to spend it.

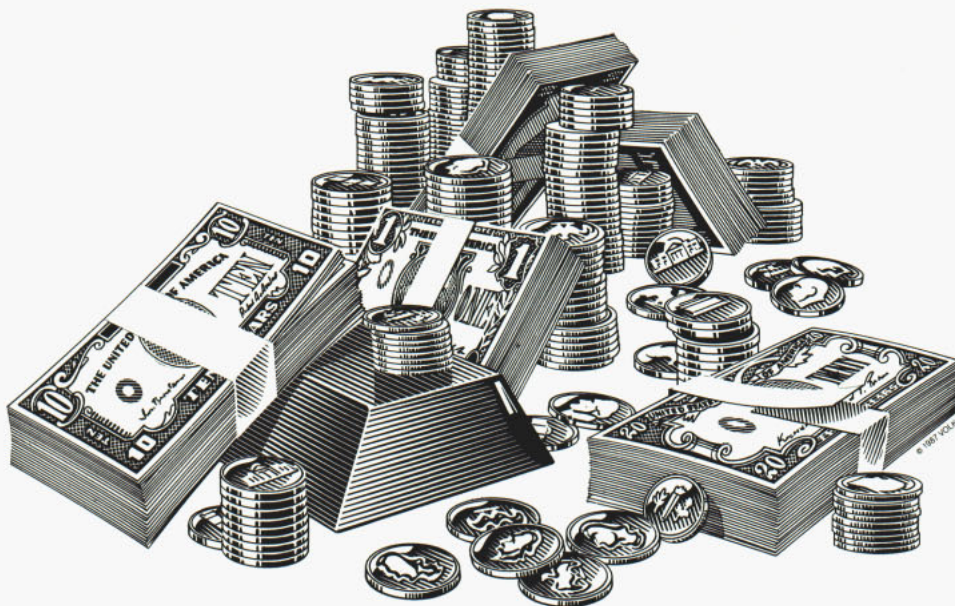
"Once programs are both authorized and appropriated, then you actually get to spend the funding — which is called execution," said RADM Richard Milligan, director of budget and reports, comptroller of the Navy/director, fiscal management division, office of the Chief of Naval Operations. "The first step in execution is called apportionment. In apportionment, the Office of Management and Budget takes the funds which Congress has appropriated and puts them into the Navy checking account. Now, when the Department of the Navy needs something, it is legally possible for the Navy to sign contracts or other documents to buy goods or services. Signing the con-

PLEASE BE SURE TO DEDUCT ANY PER CHECK CHARGES OR SERVICE CHARGES THAT MAY APPLY TO YOUR ACCOUNT							
NUMBER	DATE	CHECKS ISSUED TO OR DESCRIPTION OF DEPOSIT	AMOUNT OF CHECK	(-)	(-) CHECK FEE IF ANY	(+) AMOUNT OF DEPOSIT	BALANCE
138	10/1	New ship program	200.00				2,000.00
		undgt.					200.00
							1,800.00

138  
008 50-947 219  
Oct 1, 1990  
200.00  
SHIP PROGRAM  
JAX NAVY FEDERAL CREDIT UNION  
Payable Through Check Number 138 of the Memorandum, N.A. Member Branch  
FOR SSN 21 PROGRAM WIDGET  
1:021909478: 1234567890121 0138  
Mike Sam  
REMEMBER TO RECORD AUTOMATIC PAYMENTS / DEPOSITS ON DATE AUTHORIZED.

Courtesy of Jax Navy Federal Credit Union





tract also has a name, it is called an obligation. In other words, when you sign a contract you have obligated the government to pay someone when they deliver that good or service. Once they do deliver, it's time to pay them and the payment is called an outlay."

According to Milligan, outlays or expenditures are about the same thing. They represent the money spent. If you have \$2,000 in your checking account, then you can spend \$2,000. If you write a check for \$200, then you have just expended or outlaid \$200 of what you have in your checking account.

"In terms of the Navy, military pay account is on the order of, let's say, \$20 billion of authority. Whenever we pay someone, we expend against that authority when the sailor actually cashes that check.

"In the case of a new ship," Milligan continued, "we will get the authority to fully fund the ship when we budget for it. So let's say we get a billion dollars to build that ship. We have the authority then to contract a billion dollars worth of work. It may take us five to six years to build that ship, and we'll be paying bills against that contract and against that authority for five years or more. Those are the outlays against the authority. So for a 1990 ship, we'll be spending money against the authority given to us in 1990, way out into 1995 or 1996."

According to Milligan, programs such as shipbuilding used to be funded

incrementally. This meant that if it took seven years to build a ship, then a part of the cost of building that ship would be requested in the budget for each of the seven years. "There were two things wrong with this. One, it didn't really show the full cost of the ship and two, it required Congress to act each year to provide incremental funding for that project."

Ships are now fully funded in the year they are authorized, said Milligan.

"There is very little incremental funding except when you get into the operation and maintenance accounts and pay accounts. They are what we call annual accounts, that's one year's worth. But we don't build ships, buy major pieces of equipment or build airplanes with those accounts. We pay people, overhaul ships and aircraft, maintain our bases, take care of our base operations and things like that," he added.

If funds are not appropriated by the start of the fiscal year, then Oct. 1 may bring a continuing resolution with a fixed expiration date. A CR is a short-term appropriations act which keeps the government afloat until funds can be appropriated for a full year. A CR will normally provide funds to continue spending at about the same rate as in the previous year. Since 1974, there has been only one year that we didn't have a CR.

In recent years, there has been much discussion about Gramm-

Rudman-Hollings, a law intended to balance the federal budget by 1993, more formally known as The Balanced Budget and Emergency Deficit Control Act of 1985. Annual targets were set for the federal deficit, \$64 billion for FY91 plus a \$10 billion margin for error, as revised in 1987. But this may change as new agreements are reached. If OMB estimates that current appropriations do not meet this deficit limit, and if Congress and the President fail to agree on a deficit-reducing package, under the act, then we are in for a sequester. A sequester means automatic across-the-board spending cuts will be applied to bring the federal budget down to the targeted amount.

"Under sequestration," explained Milligan, "DoD will take half the cut and the balance will be applied against a part of the domestic side of the budget. Most domestic spending, primarily entitlement programs such as Social Security, Medicare and Medicaid, are exempt from sequestration. An entitlement program is one which, by law, must provide special benefits to all eligible people who seek them."

According to Milligan, after across-the-board sequestration takes place, the President has the authority to exempt certain program reductions in the sequestration, although total DoD reductions must remain the same. If he chooses not to exempt the reduction in a particular program, then the funds in that program will be reduced.



The principle way to restore funding would be through reprogramming from lower priority programs.

Most of us are familiar with reprogramming from juggling our personal funds. When you have an unexpected expense, like an automobile repair, you may have to take money from your entertainment budget and use it to have the car repaired. So, you would essentially be taking funds from one budget line and applying them to another. Unlike your personal budget, where you decide what area(s) you will move money around in to cover your expenses, government agencies must have approval from Congress when reprogramming money of significant value.

"You may recall all the press coverage and anxiety associated with the reprogramming to support military pay accounts last year," said Milligan. "That happened because the decision was made not to [exempt] military personnel accounts from sequestration under the Gramm-Rudman-Hollings law. So when we were sequestered in the fall of 1989 for four months, we lost about \$370 million dollars out of the military pay accounts for the Navy and Marine Corps. We had to go back and reprogram those dollars from other assets in the pay accounts in order to preclude the very devastating

impact on our sailors and Marines and their families that would have occurred had we not been able to put the money back in," he said.

"There was a lot of opposition to this in Congress," said Milligan, "but when it finally came to the end, we did get 85 percent of the necessary monies reprogrammed in the Marine Corps and the Navy. Therefore we were able to manage our military pay accounts in FY90 without taking any adverse actions.

"The President elected to [exempt] military personnel in FY91 so military pay accounts were not affected. And that's the message we have to tell the troops," said Milligan.

"Normally, the quickest way to see savings is to cut personnel and operation and maintenance. These accounts spend out almost totally in the year they are appropriated. So when you are looking at the near-term savings, those are the places you go," said Milligan.

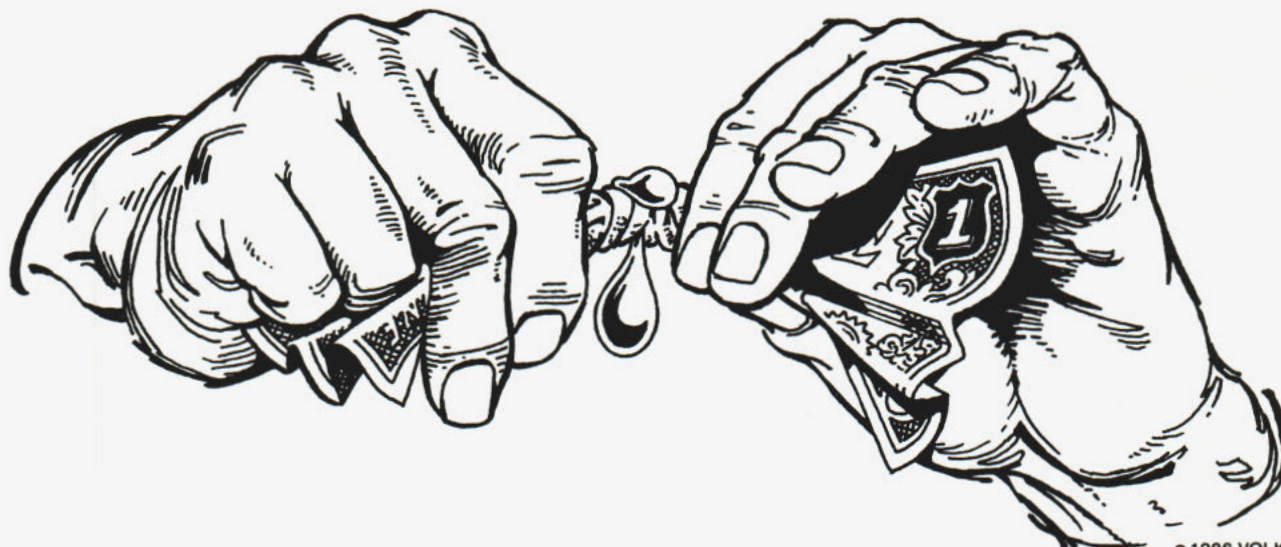
"A majority of the federal budget is 'locked' into fixed statutory programs," said Milligan, "Congress is forced to focus attention on the portion of the federal budget which is discretionary. That means the portion of the federal budget devoted to national defense is the target for cuts if other domestic social programs are to be

expanded. Since the Gramm-Rudman-Hollings Budget Deficit Reductions bill was passed, it is a zero-sum game — someone has to lose funding if someone else is to receive increased funding." What the American people perceive as important greatly influences how the money will be spent. Congress pays a lot of attention to public opinion.

According to Chief of Information RADM Brent Baker, in a recent seminar titled "Battle of The Budget (The Buck Starts Here)," "if we look back at the early 1980s when we had the Reagan defense build up, we would find the fear of war was extremely high. That," said Baker, "translated into defense dollars. Now, with the post-Cold War period, the fear of a Soviet-U.S. war among the American public is not so prevalent. With the present potential for military conflict in the Middle East, *Operation Desert Shield*, the momentum for cutting defense spending has slowed somewhat.

"The public considers drug abuse a number one problem," continued Baker. "Everyone wants to put money into the environment, that's a big issue in the 90s. Domestic/social programs hope to get a boost from defense reductions.

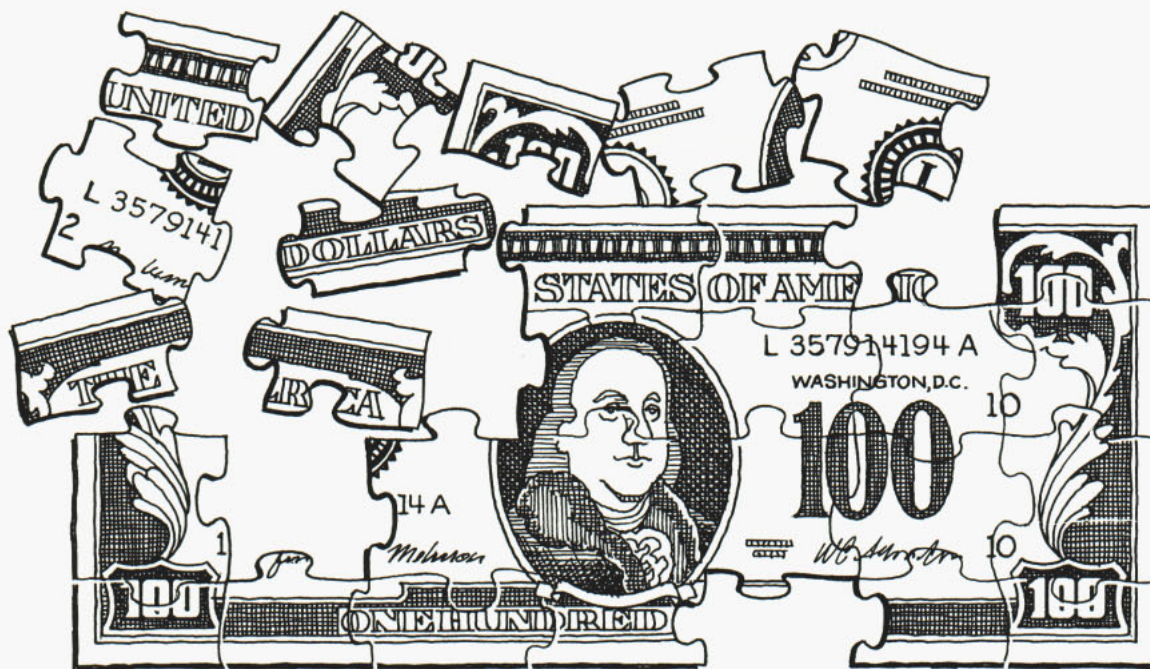
"The federal budget, when it's finally approved, is a window on Ameri-



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can society. It really tells where the priorities of the American culture are. It is a fusion of competing demands with limited resources. It's a fusion of politics, economics, military, technology, domestic issues, etc."

"You are going to read things in the newspapers, hear things on the TV and radio," said Milligan, "that are going to paint a less-than-bright picture with

regard to how things are going to work out in FY91. But rest assured that, even with manpower and force structure reductions, Navy leaders are working hard to provide the dollars you need to do your job out there in the fleet and field — to steam your ships, maintain your ships, fly your airplanes, etc. We'll do that. In late 1990 seven in 10 Americans held favorable opinions of

the military and Congress expressed strong support for our people and their families." □

*Brandon is a writer for All Hands. Navy Broadcasting Service's Navy News This Week and Congressional Monitor contributed information to this story. Excerpts from A Glossary of Budget Terms courtesy of Space News copyright by Army Times Publishing Company, Springfield, Va.*

## Budget Language To Remember

**Apportionment** — Funds distributed by Office of Management and Budget to federal agencies for obligation. Agencies may not obligate funds in excess of the budget authority apportioned to them.

**Appropriation bill** — Spells out how much money can be spent on an authorized program. It grants the authority to enter into obligations that are later paid out in outlays. Defense appropriations bills are considered by defense subcommittees of the House and Senate Appropriations Committees. To become law, appropriations bills must be passed by the full House and Senate and signed by the President.

**Authorization bill** — Provides a government agency with the legal authority to operate. It recommends

funding levels and includes policy guidelines. The bill is reviewed by the House and Senate Armed Services Committees and must be approved by the full House and Senate and then signed by the President.

**Budget authority** — The legal authority given to an agency to obligate funds.

**Budget resolution** — Legislation initiated in the budget committees of Congress that determines ceilings for budget authority and outlays for defense and other spending.

**Continuing resolution** — Legislation that permits a government agency to continue to operate if an appropriations bill has not been adopted by the start of the fiscal year.

**Deficit** — A financial condition that occurs whenever federal outlays

exceed federal revenues in a given fiscal year. Deficits can grow as one year's deficit is added to another.

**Department of Defense budget (051)** — Includes funding requested for DoD programs, personnel and services. This budget excludes the national security programs of the Department of Energy and civil defense.

**Fiscal year** — The federal budget year, which runs Oct. 1 to Sept. 30.

**National defense budget (050)** — This budget is drafted by the administration and outlines spending requested for DoD, the national security programs of the Department of Energy and civil defense.

**Obligations** — Binding agreements or contracts with suppliers to buy goods and services.



# *RimPac '90*

## *Sailors from five nations combine for safety and training*

Story by JO2 Harry Simon

When the military forces of five Pacific nations concluded their giant *Rim of the Pacific '90* exercise in May, they accomplished more than their planned-for training goals.

The six weeks of intensive, fast-paced ocean engagements and amphibious assaults — the 12th and largest in the series of *RimPac '90* multinational exercises — ended with an exceptional safety record.

*RimPac '90* combined armed forces from the United States, Australia and Canada, along with the navies of Japan and South Korea. The exercise brought together more than 55 ships; 200 aircraft flying more than 900 sorties; and 50,000 sailors, Marines, airmen and soldiers. They completed the exercise with no personal injuries and only minor equipment casualties.

Through the coordination of Commander, U.S. 3rd Fleet, VADM James F. Dorsey Jr., surface, airborne and amphibious units conducted realistic engagements designed to test how well the multinational forces worked together. The Japan Maritime Self Defense Force only participated bilaterally with the United States and did not operate with forces from the other countries.

"We spent a great deal of time concentrating on the safety aspects of our operation," explained Dorsey. "We

were engaged in an operation that was not risk-free. But with the hard work of those participating, the operation was conducted with zero injuries."

That "hard work" resulted from emphasizing safety above all other exercise concerns and goals. Canadian RADM Peter W. Cairns, commander of one of *RimPac '90*'s two opposing battle forces, stated in a message to his sea and air units that "there is no acceptable compromise for safety."



Above: USS *Cimarron* (AO 177) quartermasters take a sextant reading during *RimPac '90*. Right: Cruisers USS *Texas* (CGN 39) and USS *Princeton* (CG 59) make their presence known wherever they go during the exercise.





At sea with *Rimpac '90*. Top: The flight deck is washed down prior to the start of flight quarters. Above: Realistic battle scenarios become the standard routine as they take place throughout the ship, from bridge to engine room, and become an everyday occurrence during the exercise.

"*RimPac '90* is the most intricate and intensive to date. [However], no event is so important that it should endanger any unit or individual." Cairns emphasized his full support in cancelling or modifying events for safety considerations, and directed every individual to "give safety his or her personal attention."

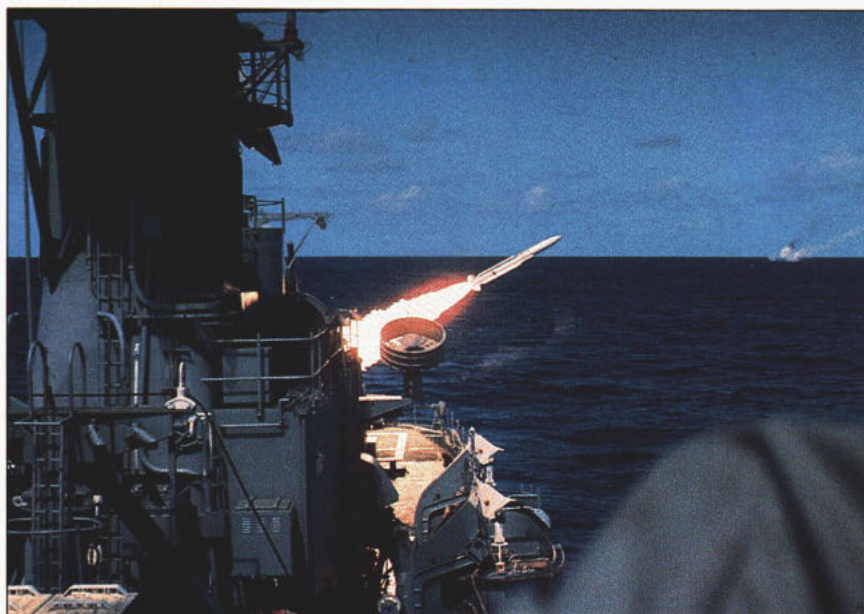
*RimPac '90* marked the first time U.S. Army units participated in the exercise. The 25th Infantry Division (Light) from Schofield Barracks in Hawaii defended the beach against — and participated in landings with — U.S. Marines during the amphibious assault phase that took place on Oahu, Hawaii.

Other key players during the nearly two-month exercise included Air Force B-52 bombers, E-3A AWACS early warning aircraft, KC-135 tankers and P-3 *Orion* patrol aircraft



Top: Aerial mail and cargo delivery are a common event when you're underway and involved in an exercise. Above: Non-electronic communications between ships at sea is demonstrated by signalmen from USS *Antietam* (CG 54) hoisting flags.





Above and top right: A missile shoot and acting out damage control scenarios are good examples of the tools and tactics tested in an exercise. Right: USS *Belleau Wood* (LHA 3) and USS *Reasoner* (FF 1063) steam into simulated battle.



from Canadian and Australian Air Forces.

Ships conducted underway replenishment evolutions, air operations and weapons firing exercises. They also teamed-up for amphibious exercises on Oahu, Hawaii, and near Camp Pendleton, Calif.

Units involved in the exercise responded to a fictitious scenario designed to bring them together in cooperative evolutions and simulated engagements. The scenario involved imaginary countries and took place in a geographic area stretching from Southern California to the Hawaiian Islands.

Third Fleet produced the scenario to create conflict between the imaginary countries, resulting in the formation of two multinational battle forces, *X-RAY* and *UNIFORM*. The forces came together in free-play, where there were no scripted maneuvers, and the commanders at sea devised and executed their own tactics.

Battle watch teams monitored all units involved in the air, surface, subsurface and amphibious operations. Based on this information, the exercise control cell on board the flagship determined how well the participants met *RimPac*

'90's desired training goals. Modifying the scenario through "intelligence" provided to both battle forces from higher authority forced interaction and achieved those goals.

"All the commanders were very creative and innovative," Dorsey commented after the exercise. He noted that they were "extremely professional in their judgments and decisions, and aggressive in the tactics they applied."

The *RimPac* '90 exercise, coordinated by 3rd Fleet every two years, provides each participating nation a unique opportunity to improve operability and maximize training. This opportunity extends to each navy's individual sailors. Many had the opportunity to "crossdeck" with their allied counterparts.

"The international cooperation has been excellent," said Bruce Moran, a meteorological technician aboard the Canadian destroyer HMCS *Huron* (DD 281). "The 'open arms' attitude between foreign crews has been overwhelming, especially since it has been tough being away from home."

Sometimes more than just words expressed the working relationship between foreign crews. When a sailor aboard USS *Texas* (CGN 39) chipped a tooth during the exercise,

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the dental officer aboard an Australian ship gave him the required attention since *Texas* didn't have a dentist on board.

Liberty in Hawaii has become a traditional high point for *RimPac* sailors. What the crews from the different navies seemed to have most in common was their appreciation of key Hawaiian liberty pastimes: exotic food, shopping, sports and tourist-watching.

Many sailors exhibited a sense of pride in being a part of *RimPac* '90. "This is a great honor for me," said Communications Chief Yoshihiro Sugihara of the Japanese submarine SSJDS *Mochishio* (SS 574), "especially since our submarine is representing our country."

As the exercise ended, however, many probably echoed

the sentiments of Signalman Jun Jin Su of the South Korean frigate ROKS *Masan* (FF 955), "I am looking forward to going home and seeing my girlfriend." □

*Simon is a reservist attached to Naval Reserve Center Alameda, Calif. Photos courtesy of Fleet Imaging Command Pacific, San Diego.*



Left: Sailors from all nations trained in firefighting. Above: USS *Independence* (CV 62) played a major role in *RimPac* 90 before being called to the Persian Gulf. Below: Sunsets were a welcome relief for exercise-weary sailors.







Photo by JO1 Todd Willebrand

Left: The Soviet sailors, accustomed to seeing long lines in their homeland, were astounded by the number of curious Americans waiting to tour their ships. Below: American hospitality was listed as the most impressive feature of San Diego by the visiting Soviets.

# Soviet sailors in San Diego

*West Coast Navytown welcomes unprecedented Russian port visit.*

Story by JO2 Rachel J. Steele

In 1939, Winston Churchill described the Soviet Union as "a riddle, wrapped in a mystery inside an enigma." On July 31, three Soviet navy ships steamed into San Diego harbor and helped unravel some of the mystery in a five-day show of friendship and professional exchanges.

In the first Soviet military visit to the West Coast in more than a century, the flagship *ADM Vinograd*, the guided missile destroyer *Boyevoy* and the oiler *Argun* tied off at the 32nd Street Naval Station after exchanging 21-gun salutes with their hosts.

Sailors, local dignitaries, family members and civilians were on hand to welcome their guests and to witness ADM Charles R. Larson, commander

in chief of the U.S. Pacific Fleet, participate in a "khlebsolstvo," the traditional Soviet bread-and-salt welcoming ceremony.

The admirals, joined by San Diego Mayor Maureen O'Connor and others, addressed the crews and guests in a ceremony that featured a formation flyover by the Navy's Blue Angels.

After the ceremony, American and Soviet sailors mingled on the pier, exchanging greetings, memorabilia, uniform items and, with the help of interpreters, sea stories.

"I think these visits will do a lot to show the Soviets how the American sailor lives," said Torpedoman's Mate 2nd Class Steven P. Wilson, a sailor from the host ship *USS Leahy* (CG 16).



Photo by JO1 Todd Willebrand

"It will also give them a chance to see how we perceive them as a nation."

In a week of good will and community hospitality, American sailors went all out to show their Soviet counterparts a good time.

The first social event that offered interaction between the two navies was a beach party at the Naval Amphibious Base, Coronado. Then throughout the week, the Soviet sailors went on sightseeing tours to Sea World and the San Diego Zoo with their American counterparts.

"In many cases, Soviet sailors were more popular with American tourists than the Sea World and zoo exhibits were," said Journalist 1st Class Todd E. Willebrand, assigned to Submarine Group 5.

Air squadrons from Naval Air Station, Miramar held a flight exhibition





Above: The Soviets come into port for the first time. Above right: Wreath laying ceremony honoring both country's WW II dead. Right: Navies the world over are very similar, in that, someone has to have duty the first night in.

featuring a demonstration of the Navy's *Harrier* jet aircraft. The sailors also visited fleet and naval training centers, and firefighting and damage control schools in a professional exchange that was the primary focus of the visit.

**"The best impression about Americans is that they are very friendly ... I feel like I'm among my friends and family."**

"We want to exchange ideas and opinions so we can better understand each other," said ADM Larson, who later participated in an emotional wreath-laying ceremony at Fort Rosecrans National Cemetery honoring World War II dead and veterans.

Other events scheduled throughout the week were band concerts, fire-



Photo by PH2 Mike Rodriguez



Photo by JOSA H. Mark Burton

works, sporting competitions, meals exchanged between wardrooms and galleys and host-a-sailor dinners.

"The best impression about Americans is that they are very friendly hosts," said RADM Vladimir Poplov, who had dinner in the home of one member of the Navy League. "I feel like I'm among my friends and family."

Other Soviet sailors commented on American generosity.

"They are very concerned about our having a good time," said one Soviet sailor. "They have even bought us post cards and stamps so we could send messages to our families."

The visit, part of a military exchange program established by ADM

William Crowe, former chairman of the Joint Chiefs of Staff, was described by Larson as an "unqualified success."

"I was able to show ADM Khvatov my most valuable asset — my people," he said. "We have developed a personal and a professional respect. Although we obviously don't agree on everything, we have found we have much in common."

As Soviet and American sailors continue navy-to-navy exchanges, the mystery of the Soviet Union unravels and lasting peace between our nations becomes a stronger possibility. □

*Steele is assigned to the Public Affairs Center, San Diego.*





U.S. Navy Photo

# Perestroika in America

*Native Lithuanian hosts Soviet sailors.*

Story by JO2 Andrew I. Karalis, photo by PH2 (DV) Mike Poche

When the San Diego Navy League sponsored a "Host-a-Sailor" program for visiting Soviets in August, little did they know that *perestroika* and *glasnost* would occur on American soil through one of their members who is a native Lithuanian.

Kestutis Antonas "Tony" Moras and his family left Kaunas, Lithuania, in 1944 after the Soviets invaded their homeland to establish their own government. The Moras', like hundreds of thousands of other native Lithuanians, were bound for America with what little they owned and hopes and dreams of starting a new life in "the land of milk and honey."

Today, in the wake of Mikhail Gorbachev's policy of restructuring and openness in the Soviet Union, Lithuanians are protesting Soviet rule and demanding to have those same hopes and dreams of freedom in their own homeland. Moras, an executive with Honeywell, Inc., and regional vice president of the San Diego Navy League, has come far from his humble beginnings, but has not forgotten his heritage.

"Ever since I was little, I thought of the Russians as my enemies," he said. "But I realized you can't win wars with your enemies — everyone is a loser. In order to have peace you must make your enemy your friend."

Moras and his wife Marilyn (also of Eastern European descent) were excited at the prospect of trying to make peace with the Soviets. The couple hosted a dinner for two sailors from the visiting Soviet guided missile destroyer *Boyevoy*. The guests were Seaman Andre Alexandrov, Chief Warrant Officer Dmitry Kondurin, an American interpreter and a few others, to give them a chance to experience a typical evening of American hospitality in the Moras' Del Mar home. They dined on a 12-pound roast of prime rib, twice-baked potatoes and homemade apple pie. Not surprisingly, the Soviets said they *particularly* enjoyed the apple pie.

"After a tour of my house, they were amazed that only two people live here," Moras said. "I told them that 'Everything is possible in America' and that 'we started with nothing when we

came here.'" Other topics of conversation included life in Siberia and the political changes in the Soviet Union.

Kondurin acted as spokesman for the Soviet group and asked Moras how he felt about *perestroika*. Moras said his reply was "to put my arm around him and hug him. It was wonderful. And when I asked them how they felt about Lithuania's fight for freedom, they signified 'in favor' by giving me the same response."

The following day, Moras said he had the opportunity to tour *Boyevoy* and receive some Soviet hospitality in return.

Moras said he thought of Lithuania and the world's present situation when he proposed one short, but well-worded toast the night before at dinner: "To freedom for all people," with a feeling that nothing was impossible in the world today. □

*Karalis is a writer for All Hands. Poche is assigned to the Navy Public Affairs Center, San Diego.*



# Making payday painless

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*Automatic tellers eliminate payday lines.*

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Story by JO3 Dietrich Volkland, photo by PHAN Leroy Matteson

Following the shrill whistle of the boatswain's pipe, a voice crackles over the 1MC, "Payday for the crew." Not long ago, this happy message also brought one of a sailor's worst enemies — lines. Modern technology has entered the picture and changed this dreary side effect — automatic teller machines have now gone to sea.

Instead of sailors getting a paycheck every two weeks, they can choose to have their money directly deposited to a financial institution or into an automatic teller machine on board their ship. Shipboard ATMs aren't hooked to any bank, savings and loan or credit union, so they earn no interest. The new system offers other advantages: safeguarding sailors' funds, giving ready access at all hours and time savings for both the Navy and individuals.

Shipboard sailors can spend up to four hours in disbursing lines each payday. Installing ATMs on board ship can improve morale of the crew, increase productivity and eventually, increase sales in the ship's store.

Recently six ATMs were installed aboard USS *Independence* (CV 62), and the benefits have been astounding — they're a hit.

"Since we've had ATMs installed, our workload and the length of lines on payday have been drastically reduced," said LTJG Darryl Olszewski, "Indy's" disbursing officer, "The time saved in printing checks alone allows us to be

more efficient in other areas of our service."

"It's a great system — it works a lot better than paying with checks," said Disbursing Clerk 2nd Class William Johnson. "It allows the crew to get their money anytime, except for the four- to six-hours a week that it takes us to reload the machines with cash."



**AA Tyler Heckman gets paid from one of Indy's Automatic Tellers.**

Last January, after testing several versions of ATMs, the Navy awarded a contract to an Ohio-based corporation to install the machines on 118 ships by 1992. As many as eight ATMs can be installed on a single aircraft carrier, and so far, Indy is one of 18 ships with the machines. Each machine holds about \$230,000, in \$5 and \$20 denominations.

"I wish we could get single dollar bills out of the machine, but that's the only drawback to using ATMs," said Aviation Boatswain's Mate (Fuels) Airman Recruit Herb Skinner, who,

like most sailors on board, uses change machines which take only one dollar bills. Still, Skinner sees the advantages of the system.

"Now I don't have to try to find an open bank when we're in port and I know the money is in a good, safe place."

When the plan was put into effect, the Navy's Accounting and Finance Center projected it would take about six months for the system to be totally accepted by sailors — and aboard *Independence*, that's exactly what happened.

"At first, everyone was skeptical," said Olszewski. "But after a couple of months, the ship saw nothing but advantages to using ATMs, and now it is a full-blown success. I think the crew is almost spoiled."

According to Olszewski, constant developments are being made in getting sailors paid more efficiently, and this is just another stepping stone. Everything eventually falls into place and sailors are enthusiastic about not having to stand in long lines.

"This is the wave of the future," he said. "My advice to other ships getting ATMs is that patience and understanding are essential for a smooth transition from manual to automatic pay." □

*Volkland and Matteson are assigned to USS Independence (CV 62).*



# The sailor's bank

## *Navy Finance Center Cleveland keeps the money moving.*

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen



DPSR Steven M. Schultz (left) and DPSN Timothy A. Church make minor adjustments in a series of machines used to print, cut, sort and stuff checks into envelopes.

"How much am I going to be paid?" is one of the most important and frequently asked questions sailors have.

Civilians and military members worry about the same subject, but the question for the civilian is readily answered based upon their hourly wages or salary and the amount of time worked. Sailors, on the other hand, have all sorts of pays and allowances that regularly change and must all be computed in order to answer that question.

Combining all those elements and coming out with the "right" answer is the job of 1,300 military and civilian personnel assigned to Navy Finance

Center Cleveland, Ohio. Their customers include more than 600,000 active-duty members, 120,000 active drilling reservists, 400,000 retirees, 34,000 survivors of retirees, 1.7 million recipients of allotments and 8,900 students. Each customer is entitled to prompt and accurate service, with the people at NFC Cleveland dedicated to providing it payday after payday.

"We never missed a payroll or a payday," said CAPT Douglas W. Smith, NFC's director of operations. Considering the complex process involved, Smith's simple statement is truly amazing.

NFC Commanding Officer CAPT

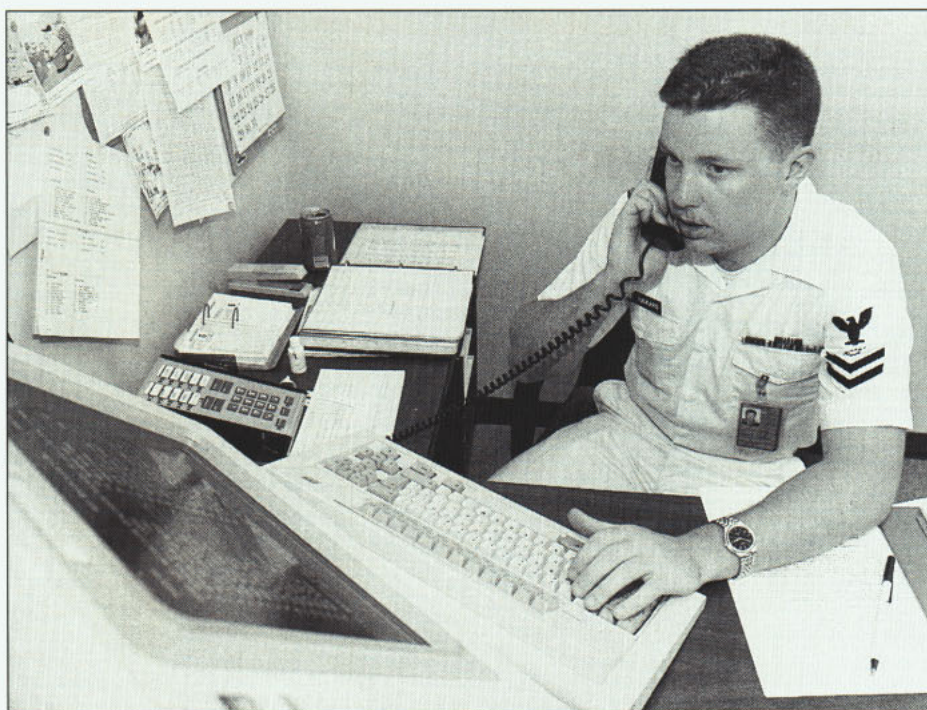
J.P. Szalapski explained why this record continues with the Direct Deposit System in place and why the familiar green government checks are quickly becoming a thing of the past. "No DDS payment has ever been lost, but we can't say the same about checks," Szalapski said. "If one disappears in the mail it often takes weeks or months to issue a replacement, and that's if it hasn't been stolen and cashed.

"Another increasingly important part of the picture is economics," he continued. "It costs money to print and mail checks — and as budgets shrink throughout the Navy we would prefer to put more money into those areas that improve customer service."

The bottom line of customer service, of course, is to get paid correctly and on time. Active-duty pay computation is run twice a month for the Navy's 600,000 members, requiring anywhere from 13 to 17 hours of processing time on three mainframe computers to translate 4.2 million records contained in a huge data file. When this occurs, data for more than 932,000 DDS payments for active duty members will be generated monthly and sent to Federal Reserve banks for payment to individual finan-

ALL HANDS





**DP2 James W. Rickard monitors and tracks between 30 and 50 problems for programmers each day.**

cial institutions and owners' accounts. Other payment data is distributed around the fleet via message, magnetic tape and, in decreasing numbers, good old-fashioned paychecks.

Besides working on active-duty sailors' pay, reservists, retirees and the retirees' survivors also receive their stipends through NFC, which devotes many man-hours in the name of service to the fleet. The monthly creation of Leave and Earnings Statements, along with DDS payments and DDS advisories for the entire Navy is another small miracle resulting from direct human interaction with state-of-the-art computers.

The LES gives all sorts of information to the member. For instance, what his or her base pay is, what deductions are made, what entitlements they have, their running totals for the year and what their pay is expected to be for the next month. The LES is now readable by the average sailor, thanks to the efforts of a group of Navy civilians and disbursing clerks in Cleveland. This is a change from years past when codes on the front had to be interpreted to find out what they stood for.

If you see or suspect an error on your LES, talk to your disbursing clerk or personnelman. In most cases they can correct these errors before they affect your pay. If you know of a change, tell

them immediately — a new address, a promotion, a divorce or wedding can cause you to be overpaid or underpaid — it's your responsibility to tell them. If you don't tell the DKs and PN's, they can't tell NFC's computers to compute your pay properly.

The mainframe computers that maintain your pay accounts are housed in the ADM Isaac Campbell Kidd Consolidated Data Center located in Bratenahl, a suburb just east of Cleveland. The CDC, named for Kidd, an Ohio native killed aboard his flagship during the attack on Pearl Harbor in 1941, is in constant electronic contact with disbursing offices around the world, and it is here that the complex automated data processing functions of pay computation take place.

"Pay comp is the first step — it's the first process, and information outputs from that pay comp go to a lot of other different things," said CDR Harold E. Henderson, NFC systems department director. "So it's very critical that we know as soon as the process is over, that in fact it was successful, that the outputs are reasonable and about what we expected, because we just spent 15 hours of processing time. If we have to

rerun pay comp from the beginning there's a half-day just eaten up in the little bit of slack time we have in the schedule to begin with to get payments out on time.

"The overriding factor is quality," Henderson explained. "It's got to be done right and done with an absolute minimum amount of risk of error in a service member's pay. All kinds of checks and balances are built into the system so that quality remains our number one objective."

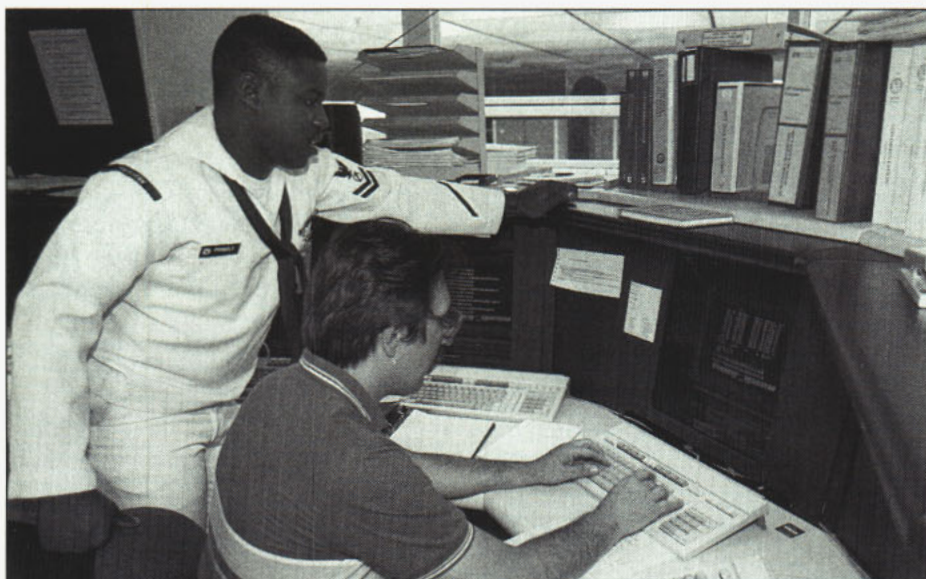
If a logic problem develops during the running of the required 87 individual programs, which are combined to run the massive pay computation program, an "abnormal end" or *abend* will occur. An "abend" means there was a break in the processing sequence and the computer recognizes it, stopping the entire process midstream. Programmers have built checks and balances into the system to test the file in two-percent increments. If an error is detected at one checkpoint, running the whole program again to find that error won't be necessary, just a part of the program from the last checkpoint.

In a complex system such as this, troubleshooting is an important function of the operation. Data Processing Technician 2nd Class James W. Rickard mans a "help desk" to assist NFC's programmers when things don't go as planned — a type of internal *customer service* that ultimately translates to better service for the fleet sailor.

"When programmers have problems they want to know 'Why did my job [abnormally end]?' " said Rickard. "We find out and put the answer in text on the system. I give the programmer a problem number for his job that abended. That's what information management and our problem management system is all about. We normally handle about 30 to 50 problem calls a day."

DP2 Ellen Y. Cerutti is the type of person who doesn't wait for problems to come to her, she goes looking for them and checks the efficiency of error





**DP2 Dwayne H. Pringle and lead computer operator Gregory F. Danisek monitor operations of the main-frame computer with others around-the-clock.**

Mate, an analyst in NFC's Operations Directorate. "And then I can tell my customer with 100 percent confidence 'it will be on your next LES.' The days of the DK saying, 'I'll call Cleveland and find out for you' are over. In today's environment that's the wrong answer."

Cleveland has initiated a number of innovative ways to make your pay as accurate as possible. For instance, artificial intelligence is now used for problem solving in the determination of who is eligible to receive Survivor Benefit Payments. The use of computers is becoming the cornerstone in providing upgraded service to every aspect of what NFC does for the sailor whether they are on active duty, in the Reserves, retired or a family member.

In one way, NFC has put more power in the hands of the ship's DK through something called the Uniform Microcomputer Disbursing System. UMIDS allows the DK to enter changes to your MMPA using microcomputers on board.

The benefit of UMIDS to the DK is actually twofold. DKs can automate many repetitive tasks associated with maintaining pay records and can expedite the process of payroll computation. With UMIDS in place, the DK saves time and effort in processing changes, keeping records and ultimately spends more time in the "customer service" aspect of the job. The end result can virtually eliminate standing in long lines on payday trying to resolve problems, rather than getting paid.

"One of the big advantages is the fact that the crew can actually see the difference in how the system maintains their pay accounts," said DK1(SW) Steven C. Williams, who worked on the prototype of UMIDS in the fleet before coming to Cleveland and now sees the system at work from

correction. She says it ultimately boils down to service for the customer.

"That's what we're here for — service to the customer," said Cerutti, problem manager for CDC's customer liaison branch. "If we have the information available or the means to track the information we should use it to help the customer in whatever way we can."

A supervisor of computer program analysis, Frank J. Fuhs said, "Trying to summarize everything done here is difficult. My particular branch is the tip of the iceberg in terms of the active-duty pay system: in producing the LES', the DDS payments and advisories — all the deliverables to the members.

"We're certainly not alone however, because we interact very closely, virtually daily," Fuhs said, "with the other half of the house, the Joint Uniformed Military Pay System update. Pay Comp runs twice a month — to produce the mid-month and end of month payments. We start to pull everything together in the master accounts, compute the pay, the state and federal taxes, the leave, etc., ... about 250 different individual entitlements altogether."

The master military pay account contains all of the information on which each member's pay is based. Updates to the MMPA are made continuously throughout the month as changes from the fleet are received. Changes in individual records can in-

clude such things as time-in-service, time-in-grade, career sea pay, overseas housing allowances, variable housing allowances, cost of living allowances, flight pay, sub pay, hazardous-duty pay, leave computation, selective reenlistment bonuses, medical bonuses, dental special pay, nuclear bonuses, and the list goes on and on.

The MMPA changes for the JUMPS update are initiated by the PN and DKs in the fleet, whenever sailors' records indicate a need for a change, or the member approaches the PN or DK personally with a change in status (like getting married or divorced). The DK enters the required changes which are transmitted to Cleveland via computers and magnetic tape, normal message traffic or as a last resort, by mail. The key to having an accurate pay record — and therefore the correct pay — is communication up and down the chain.

Field access to the MMPA is revolutionizing Navy pay, allowing local disbursing offices to provide "real time" service to their customers by electronically linking up with Cleveland. All Personnel Support Activities in CONUS now have access through the Source Data System Network. Ships can also access the MMPA by calling a toll-free number while in port. In all, more than 350,000 pay accounts are now served by this system.

"MMPA access means: I sent something to Cleveland yesterday and I can see it today or tomorrow," said Karen



the other end. He said the sailors on his ship really learned to like the system because, "They noticed, as a direct result of UMIDS, that the DK had more time to spend helping them and felt comfortable with the computer's accuracy in calculating and tracking their payroll transactions. They have confidence in the fact that computers don't make errors, people do."

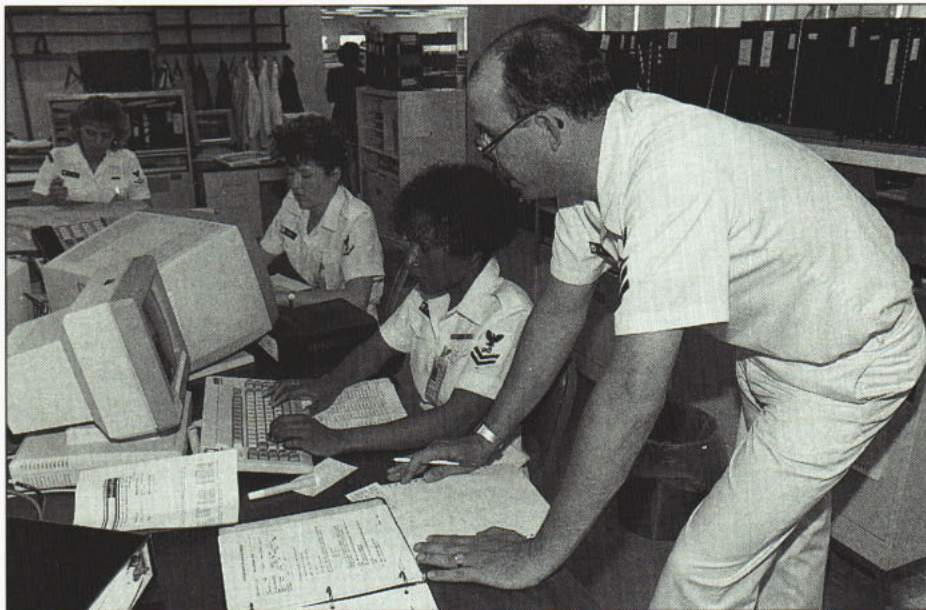
"There's so much flexibility in the system — we have the automated teller machines on line, cash payrolls, check payrolls, special payrolls, off-line payrolls," said Williams. "The DK is the manager of the system and the system manages the pay accounts. It alleviates a lot of repetitive errors that are made — little errors that can snowball."

"We have a direct link with ATMs," he continued. "I was just reading an article on how delighted the sailors on USS *Wisconsin* (BB 64) are with their ATM. Well, we're the front load to that ATM. Sure, the ATM does a great job, but if our information wasn't accurate and correct when sent to the machine, then sailors wouldn't be as happy."

Another way to make sailors happy about pay matters is to correct errors quickly and painlessly. Formerly, errors in transactions could only be resolved in Cleveland. Now, error correction control on-line is possible at many originating SDS activities, thereby reducing time to see corrections in pay and personnel records. In the past, weeks and months would go by before an error would be entirely eliminated in an MMPA, NFC Cleveland has provided the sailor service of an almost immediate nature.

With ECCO in place, 98 percent of all changes made by your DK will post with no errors. The DK can then correct 85 percent of the transactions rejected with no additional contact to Cleveland. So, if the DK servicing your pay account has ECCO capability, there's a 99.7 percent probability that your pay will be straightened out by the next payday.

Almost everyone in the Navy has a



horror story to tell regarding their paycheck being messed up at one time or another. Disbursing clerks aren't exempt either, like the time DK1 Williams was overpaid when he was a recruiter in Pittsburgh. He called the disbursing clerk handling his pay account and eventually got into an argument regarding his overpayment and what it should have been.

"That gave me a new perspective when I went back out to the fleet," Williams said, "because then I knew, from the customer's standpoint, that my focus had to be on service to the customer. But we have a different customer here in Cleveland. Our customer is the disbursing office, and that goes farther down the chain, where the customer is the sailor out in the fleet. But if we service them, and do the job well, then that sailor out there is getting paid correctly."

And getting paid correctly is what it's all about. Sailors shouldn't have to worry about their pay, because it detracts from the job at hand — the job they have in the Navy. Their pay should just come to them regularly, in the right amount and with no errors.

Think of NFC as an umpire at a ball game or a waitress in a restaurant. You want to know that they are there, but you shouldn't notice them doing their jobs.

With the umpire, you want him there calling balls, strikes and outs, but

**NFC field liaison group members, (Right to left) DK1(SW) Mark A. Rudolph, DK2 Sandra R. Bellsmith, DK3 Deanna L. Richey and DK3 Dana Holtzman work together to correct a Master Military Pay Account prior to a JUMPS update.**

you don't want him making too many close calls because someone on either team might get upset.

For the waitress scenario, you want her to serve you promptly and without any errors. She greets you upon arrival, takes your order and comes back with your food and drinks. She may ask if everything is all right, but other than that you don't notice her at all.

That's what Cleveland wants to do regarding your payday. They want to serve you through the DKs and PN's in the fleet, but they don't want you to notice them doing it or have you worrying about it every payday.

"We want to be the umpire," said Mate. "We want to be the waitress. We want to be the people that make payday a non-event." □

*Karalis is a writer for All Hands. Allen is a photojournalist assigned to All Hands.*



# PSD Crystal City

*Where people care about you  
and your money matters.*

Story and photo by JO2 Andrew I. Karalis

When sailors in the Washington, D.C., area experience a problem with their pay or personnel record, the first people they generally turn to for help are the disbursing clerks, personnelmen and civilians located at Personnel Support Detachment, Crystal City. PSD Crystal City serves sailors at more than 210 commands in the area.

Amid all the computers running nearly everything in the Navy today, it's reassuring to know that these disbursing clerks and personnelmen — real people at PSDs, on ships, and at isolated duty stations the world over — are the ones who know how to assist you with virtually any personnel or pay problem you may encounter. Although the Navy Finance Center in Cleveland is ultimately responsible for getting sailors' pay straight, it's the DKs and PNs that do the actual legwork to make sure the input is right.

The key factor in this equation is human-to-human contact that helps solve any and all problems.

"Mostly, I take care of problems," said Disbursing Clerk 3rd Class Robert E. Garrett. "Everyone has a problem — their payments didn't make it to wherever; their allotment didn't get to dependents; their Leave and Earnings Statement wasn't received; their money amount is too much or too small. The most common problem, of course, is being underpaid. Everyone, everywhere, thinks they are underpaid!"

What's the first thing sailors can do to prevent suspected pay problems? "Read your LES. A lot of problems

come from simply not reading the whole LES," Garrett explained. "For instance, we may get a pay increase and the guy sees that his pay stops. Just keep reading, and look at the bottom, you see it started again the next day."

"I like knowing that when a person comes in here and they need help, we can go right ahead and help them solve any problem," said Personnelman 3rd Class Chris Rudolph. "If they see what we can do for them, it will put everything in perspective and it will all fall right into place."

"We generate most of the paperwork to get sailors paid," Rudolph said. "Personnel drives pay. If the paperwork doesn't get to us, it won't get to the DKs and vice versa."

PSD Crystal City is like any other customer service organization, made up of people like Rudolph and Garrett who care about you and your problems. PN2 Mary V. Huckleberry, who works in the personnel transfers and receipts section, is another who feels the same way. "I want to make it as easy as I can make it for them, as far as the PSD aspect of it goes," Huckleberry said.

What does Huckleberry suggest people do before coming over? "Utilize the phone and call ahead of time. Write any questions down that you need answers to and write down what information you need. Also, make sure you ask us, 'What do you need from me?'"

Inaccurate or lack of information is a major contributor to pay problems in most cases.

"A lot of problems come from the



**PN2 Huckleberry goes over AZ1 Groff's personnel records.**

fact that people don't understand our policy guidelines," said PNSN Dina L. Shepard. "To get your variable housing allowance we need documentation, so bring in your mortgage or lease papers. To get an ID card and basic allowance for quarters for family members, bring in a marriage or birth certificate. We need proof. We just can't take your word for it. The simplest and best thing people can do is call us before coming over and ask us what they need to bring. It's better to ask than to not know for sure."

Rudolph said he agrees with that assessment. "To prevent mistakes from happening you have to make yourself more aware," he said. "If you don't know something, ask. You know the old saying still holds true: 'There is no such thing as a dumb question'" — especially when it deals with your personnel or pay record — and ultimately your money! □

Karalis is a writer for All Hands.



# Desert Shield Chronology

**Oct. 1** — USS *Independence* (CV 62) transits the Strait of Hormuz en route to the Persian Gulf.

Dutch heavy lift ship *Super Servant III* transports four minesweepers: USS *Avenger* (MCM 1), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and USS *Adroit* (MSO 509) to Bahrain for training and operations.

ARG Alfa units and CTG 150.6 conduct amphibious rehearsal *Operation Camel Sand*, off Ras Madrakah, Oman.

**Oct. 2** — A detachment from Helicopter Mine Countermeasures Squadron 14 (HM 14), based in Norfolk, deploys to the Middle East in support of *Operation Desert Shield*.

**Oct. 3** — Soviet President Mikhail Gorbachev sends an adviser to the Persian Gulf in an effort to persuade Iraq to restore Kuwait's independence.

**Oct. 4** — Aircraft carrier USS *Independence* (CV 62) leaves the Gulf after successfully completing a three-day mission demonstrating to friends and allies in the Middle East that it's possible to put a carrier in the Gulf and carry out operations.

**Oct. 8** — Two U.S. Marine Corps UH-1N *Huey* transport helicopters, based on the amphibious assault ship USS *Okinawa* (LPH 3), disappear at 5:13 a.m. local time, with eight men aboard during routine night training operations over the Northern Arabian Sea.

An Iraqi-flagged cargo ship, in the Northern Arabian sea, refuses to acknowledge repeated requests to stop. Navy frigate USS *Reasoner* (FF 1063) fires two warning shots across its bow from five-inch guns. The Royal Navy frigate *Battleaxe* (F 89) and Australian frigate *Adelaide* (F 01) also fired additional warning shots.

**Oct. 10** — The Navy announces no survivors were found from the Oct. 8 crash of two helicopters over the Northern Arabian Sea.

The Air Force temporarily halts all training flights in the Gulf area after a series of aircraft accidents.

Four hundred Americans and other foreign captives in Kuwait and Iraq signed up for the first U.S.-chartered evacuation flight from Iraq and Kuwait since Sept. 22.

**Oct. 13** — The first West Coast ship to return from *Operation Desert Shield*, USS *Vandegrift* (FFG 48), pulls into Pearl Harbor.

**Oct. 15** — USS *Elmer Montgomery* (FF 1082) completes the 2,500th intercept action by the multinational intercept force. The intercept operation began Aug. 12, 1990.

**Oct. 16** — Secretary of State James Baker says that Iraqi President Saddam Hussein indicated tentative interest in a compromise settlement of the Kuwait crisis. Washington officials consider these terms unacceptable and continue to insist on complete Iraqi withdrawal from Kuwait.

**Oct. 17** — Members of the U.S. Senate Foreign Relations Committee call for Bush Administration officials to obtain Congressional approval before initiating any military action.

Soviet President Gorbachev and U.S. Secretary of Defense Dick Cheney hold talks in Moscow on the Gulf crisis. President Gorbachev tells Cheney that he remains committed to the agreement made in Helsinki with President Bush to secure a complete Iraqi withdrawal from Kuwait.

The Secretary of the Navy announces the activation of additional Naval Reserve units in support of *Operation Desert Shield*. Approxi-

mately 113 reservists from 25 units are involved.

**Oct. 19** — Canada's five remaining diplomats leave their embassy in Kuwait. The only embassies with personnel left in Kuwait are: United Kingdom, United States and France.

**Oct. 21** — USS *O'Brien* (DD 975) fired warning shots across an Iraqi merchant vessel's bow after it failed to alter its course to a nonprohibited port.

**Oct. 22** — The Iraqi merchant vessel, fired on by *O'Brien*, was cleared to proceed by a multinational boarding team including Navy and Coast Guard personnel from *Reasoner* in the North Arabian Sea. The merchant had apparently disposed of its prohibited cargo.

**Oct. 23** — The Defense Department announces it is considering expanding U.S. military forces in the Gulf beyond those already stationed there.

**Oct. 25** — In a news briefing, Assistant Secretary of Defense (Public Affairs) Pete Williams announces there are 430,000 men now in Kuwait or southern Iraq. Saddam Hussein gives no indication of being willing to withdraw from Kuwait.

**Oct. 30** — At 8:12 a.m., USS *Iwo Jima* (LPH 2), sustains a major steam leak in the boiler room only 15-minutes out of port from Manama, Bahrain. The boiler room accident killed 10 American sailors.

**Oct. 31** — President Bush says "I have had it" with Iraq's efforts to "starve out" the U.S. Embassy in Kuwait, but he does not believe the nation is closer to war. □



## Spotlight on Excellence

# Safety awareness pays off

Story by JOC Bob Young, photo by PHAN George Stuckert

The men whose lives he may have saved can't be positively identified. It is known that they work on the flight deck of USS *John F. Kennedy* (CV 67), launching, recovering and flying some of the world's most sophisticated aircraft. The potential victims of an averted tragedy don't know if their training and luck would have kept them safe. And, because of an alert shipmate, they didn't have to find out.

The importance of constant safety awareness was illustrated recently by the actions of Aviation Boatswain's Mate 3rd Class John W. Gay during flight operations in support of *Operation Desert Shield*.

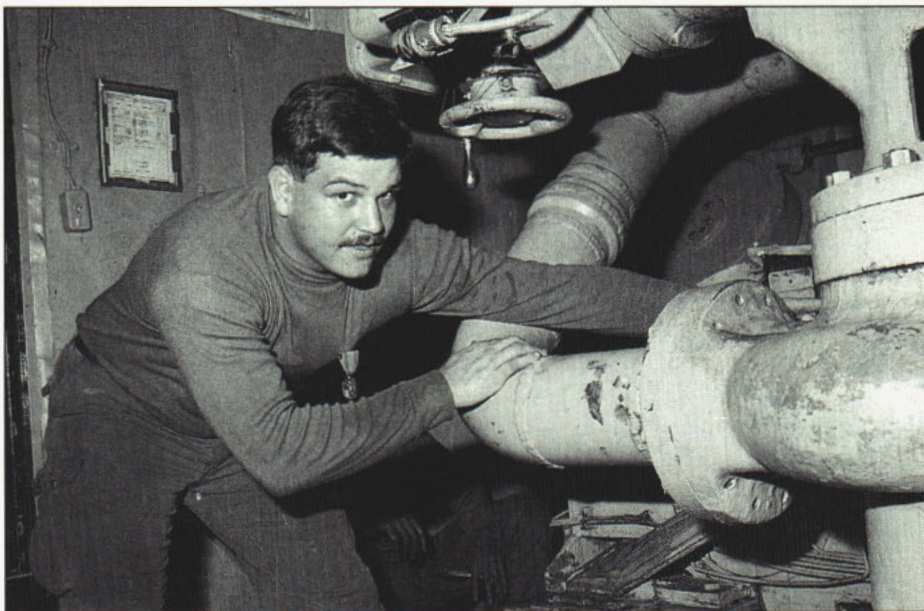
As flight operations were taking place, Gay noticed that when an arresting cable was retrieved, smoke was coming out of the cable housing unit.

"I told my supervisor and we did what we usually do — grease the sheave during a break in the action," Gay said. During the next recovery, an unusual amount of grease was pumped out of the sheave area, and Gay became more concerned. "It was nothing really unusual," he said, "but I figured I better watch it on the next trap."

As the next trap was made and the arresting cable was retracting back into battery, Gay noticed that the sheave was bouncing up and down.

"He immediately called 'foul deck', which means we couldn't land any airplanes," said LCDR Gary Brown, Gay's division officer. "He felt we should take the arresting cable off until he could investigate further."

After a quick investigation in arresting gear engine room number 3, a ball thrust bearing failure was found on a



28-inch speed sheave. Gay and Brown both agreed that if they had continued using the arresting cable, chances are the sheaves would have come apart causing the arresting cable to sever and whip across the flight deck.

A snapped arresting cable can slice a man in half, sever arms and legs or seriously damage aircraft.

"A parting of that cable could have resulted in numerous personnel casualties on the flight deck, and could have been even worse if the break occurred during an aircraft landing," said Brown.

Gay, who was awarded a Navy Achievement Medal for his quick actions, remarked it was just the "highest of many highs" he's had since coming aboard *Kennedy* almost three years ago. "I've made third class because I was taught how to work hard and have pride in my job," Gay said after being commended for his efforts.

**AB3 John Gay's dedication to safety prevented the loss of life and equipment aboard *Kennedy*.**

"Today was just one of a long line of good things that have happened in my life since I boarded this ship."

The young bluejacket, who said he is definitely going to make the Navy a career, now has his sights set on making second class petty officer and continuing to do a good job.

The incident has graphically reminded Gay and his shipmates how our lives touch each other's in ways we sometimes never notice. Because of his effort to "just do his job" and keep safety first on his mind, a catastrophe didn't occur and a hero was recognized. □

*Young and Stuckert are assigned to USS John F. Kennedy (CV 67) on station in the Middle East.*



# From boot camp and beyond

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*Training is the lifeblood of the fleet.*

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Story and photos by  
JO1 Walter H. Panych

Young sailors are a direct reflection of the trainers and training they've received. From the time you enter boot camp through completion of the Navy's most advanced "A" school, you are part of a giant training machine. Ensuring that training meets the needs of today's Navy is part of Naval Technical Training Command's job.

Recruit training is the first step in the training process. New recruits have a variety of expectations. Their emotions range from slight nervousness to complete fear. But, like hundreds of thousands of young men and women who have preceded them, they are destined to learn the basics needed to be a sailor.

From early-morning reveilles through late-night watches, recruits are drilled in those basics. As the re-

**Students at Molder "A" School get hands-on training. They work toward graduation and taking their place in the fleet.**





recruits progress through eight weeks of boot camp, they begin to work as a team, applying new skills in eager anticipation of graduating and joining the fleet.

According to Chief Machinist's Mate (SW) Lawrence Holloway, a recruit company commander at Recruit Training Command Orlando, Fla., eight weeks isn't enough time to teach everything a recruit will need in the Navy, but "it is a building block, and they receive the technical training later in 'AT' or 'A' schools. We have to get the recruits in the right frame of mind and try to teach them about life in the Navy."

There's more to recruit training than marching and folding clothes. Most of the basic skills are first taught in the classroom before being practiced by the recruits.

"Before we take recruits through firefighting or physical training, for example, we give them the working knowledge in the classroom," said Chief Mess Management Specialist Prescillano Gamboa, of RTC Orlando. "That's important, both from the skills aspect and the safety portion of their training." One-on-one counseling is available to recruits for any type of problem, he continued, whether academic, emotional or physical. "That also helps us produce the best trained recruits in the fleet," he said.

Training doesn't stop there, however. Sailors may then be assigned to either seaman, fireman or airman apprenticeship training or class "A" schools.

Apprenticeship training was established in 1972, with the seaman course focusing on general duty, the airman course on aviation duty and fireman course oriented toward engineering skills. Upon completion of apprenticeship training, graduates are sent to their first duty stations.

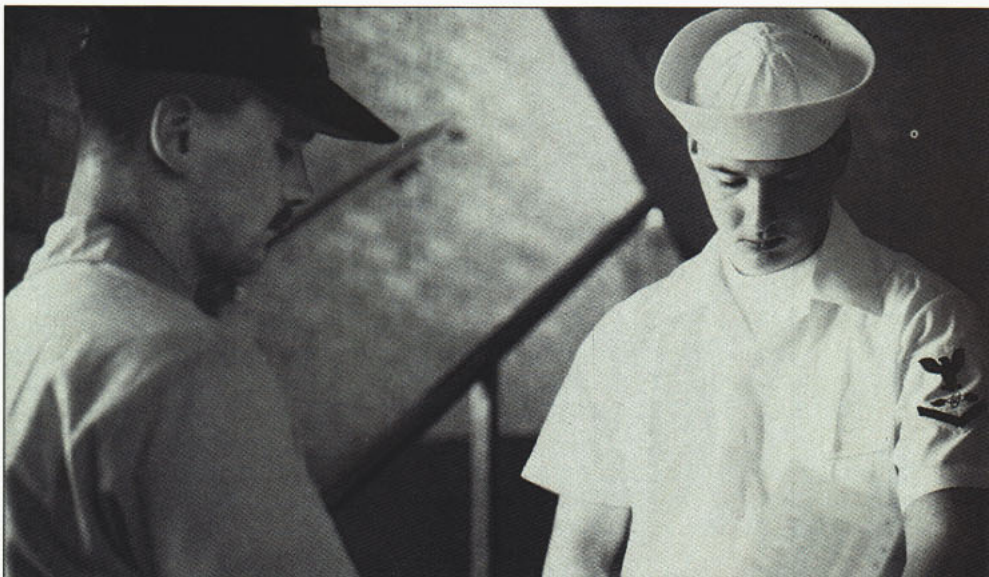
Sailors selected for specific skills training are sent to class "A" schools to teach them the technical aspects of their future jobs. But military skills

can't be ignored. That's where "A" school military training comes into play. Formerly called instructor training brigades, ASMT emphasizes military skills, building on the foundation laid in boot camp.

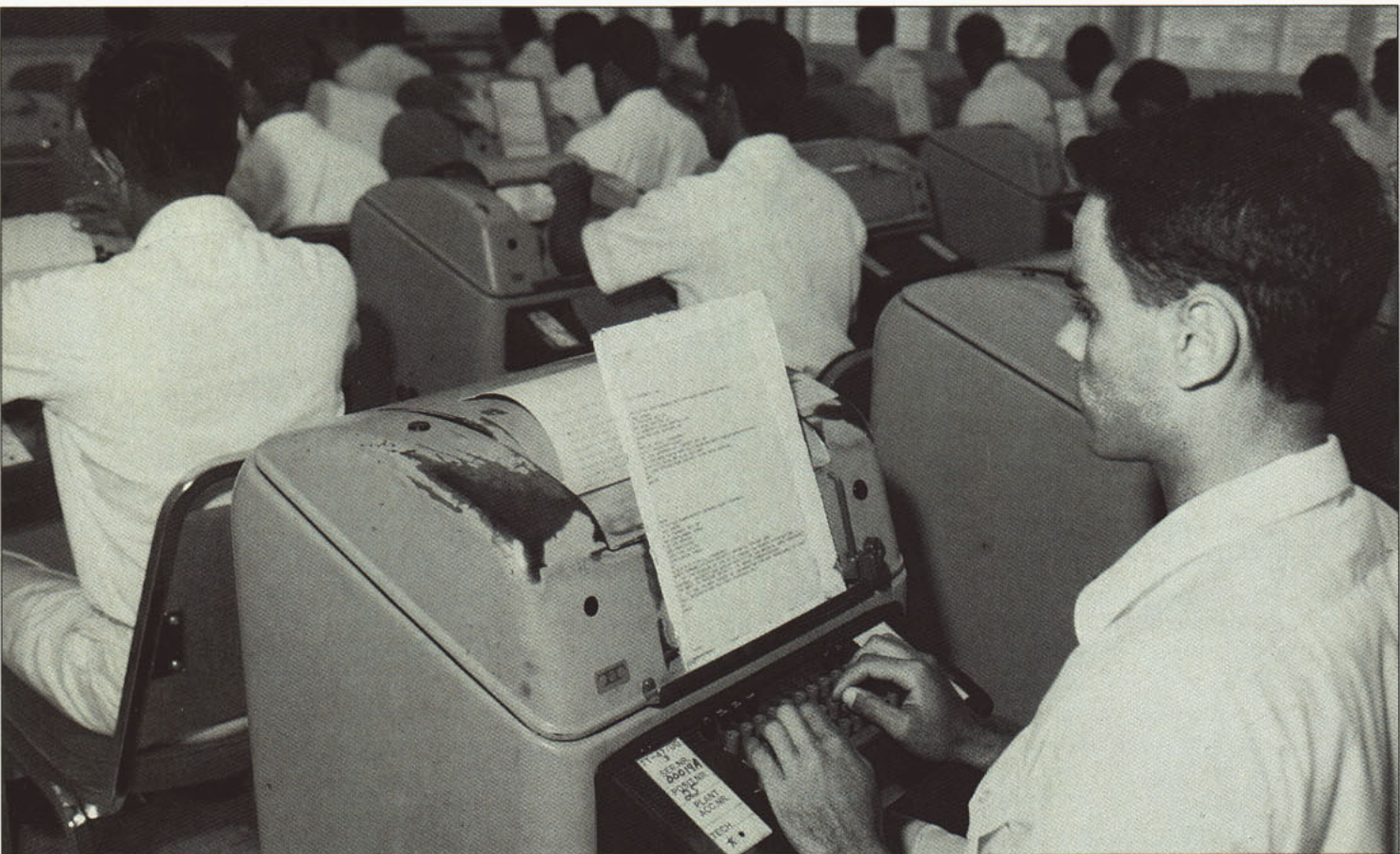
According to Master Chief Boiler Technician (SW) Philip Lemense, training program coordinator for ASMT at the Chief of Naval Technical Training's headquarters in Memphis, Tenn., eight hours of a student's day are spent learning the technical as-

pects of a particular rating. "ASMT was established to prepare students for the nontechnical aspects of Navy life," he said, "including watchstanding,

**Bottom: The fleet atmosphere is reinforced at apprenticeship training and at class "A" schools as students become familiar with the watch, quarters and station bill. Below: During airman apprenticeship training students get their first look at an A-7 cockpit.**







**Intensive teletype training means hours at the keyboard for the Navy's prospective radiomen at radioman "A" school.**

cleaning bills, mustering and duty sections."

Aviation Electronics Technician 3rd Class Robert White, a student at the Naval Air Technical Training Center in Millington, Tenn., praised the knowledge he's gathered.

"I had never seen a log book in my life until I came into the Navy," he said. "By learning about duty sections, logging in and out, quarterdeck watches and so forth, I can be better prepared when I go to the fleet."

While awaiting "A" school, students also learn leadership skills while assigned as gate guards, fire and security watches, phone watches and barracks support personnel. They also

attend general military training sessions and stand room and personnel inspections. Some students who are selected as section or platoon leaders make up watch bills and duty assignments.

AT3 Steven D. O'Brien is in the last phase of his schooling in advanced first term avionics at NATTC Millington. He's a platoon leader and said the technical aspect of training is essential, but the military portion is just as important.

"I think it builds character and leadership qualities," he said. "It also helps me in working with subordinates. I did the cleaning, standing watches, etc., and now I'm in the leadership role before I go to the fleet. It's very helpful."

"A" school students with academic problems who drop out within the first 140 days of school have the option of

going to apprenticeship training. It helps the individual meet minimum training requirements prior to assignment to the fleet. There are certain criteria for this option, such as seats being available, receiving a recommendation and having no disciplinary problems.

The training sailors get during boot camp, AT and ASMT will help guide them throughout their careers.

AT3 Richard M. Cotton, an advanced first term avionics student, summed up his training experience by saying, "What I've received in the year I've been in the Navy has made me self-sufficient. It has also given me a strong 'teamwork' foundation — a foundation that I'll use forever." □

*Panych is assigned to the Chief of Naval Technical Training's Public Affairs Office, Millington, Tenn.*



# Keeping them rolling

*Old trucks get new lives.*

Story by JOCS William F. Dougherty III,  
photos by JO3 Lisa M. Petrillo

When you think of "SLEP," the Service Life Extension Program, your focus turns to aircraft carriers. SLEP is the Navy's program to refurbish and retool assets. However, in Guantanamo Bay, Cuba, the Public Works Transportation Division has adopted a SLEP-like program to revitalize aging government trucks.

"Vehicles are in short supply around here," said Chief Construction Mechanic Richard "Pappy" Taylor. "We weren't expecting to get too many replacements in because of budget cuts. So, we came up with our own version of the SLEP program."

Taylor is the Public Works Department deputy transportation superintendent. He said 1978 through 1981 vehicles are eligible for the program.

"We've got 26 trucks in the pipeline now," he said. "Each vehicle has 80,000 to 90,000 miles of wear."



Gitmo's version of SLEP mirrors the program used on Navy carriers.

"We're trying to extend the life of the vehicles by three to five years to allow us time to replace them with new trucks," he said.

Taylor and Dave Solano, the Public Works transportation superintendent, came up with the idea and designed Gitmo's SLEP program.

"In stage one, we identify vehicles to repair cost-effectively under the program," explained Taylor. "Some vehicles have too many problems to fix, so we just let them go. We can tell if the truck fits our program by a complete vehicle inspection and a review of its maintenance history."

Stage two determines how much it will cost to make repairs. It includes all mechanical, paint, body and cosmetic work.

Stage three is when the vehicle enters the work area.

"Depending on the workload, the vehicle may go into the paint or mechanical shop, whichever is available," said Taylor. "We don't wait, we start working on the truck right away. There's no wasted time."

In the final stage, the vehicle is road

**Lee Davidson of Gitmo's fire department performs a pre-start check of his truck after SLEP repairs.**



tested. "We check everything," Taylor said. "Brakes, steering, suspension, drive train and transmission. Transmissions are scrutinized by our mechanics to make sure they are safe."

Every stage has a quality assurance check, according to Taylor. When a vehicle completes SLEP, a safety sticker says that it's ready for use by one of Gitmo's departments, commands or activities.

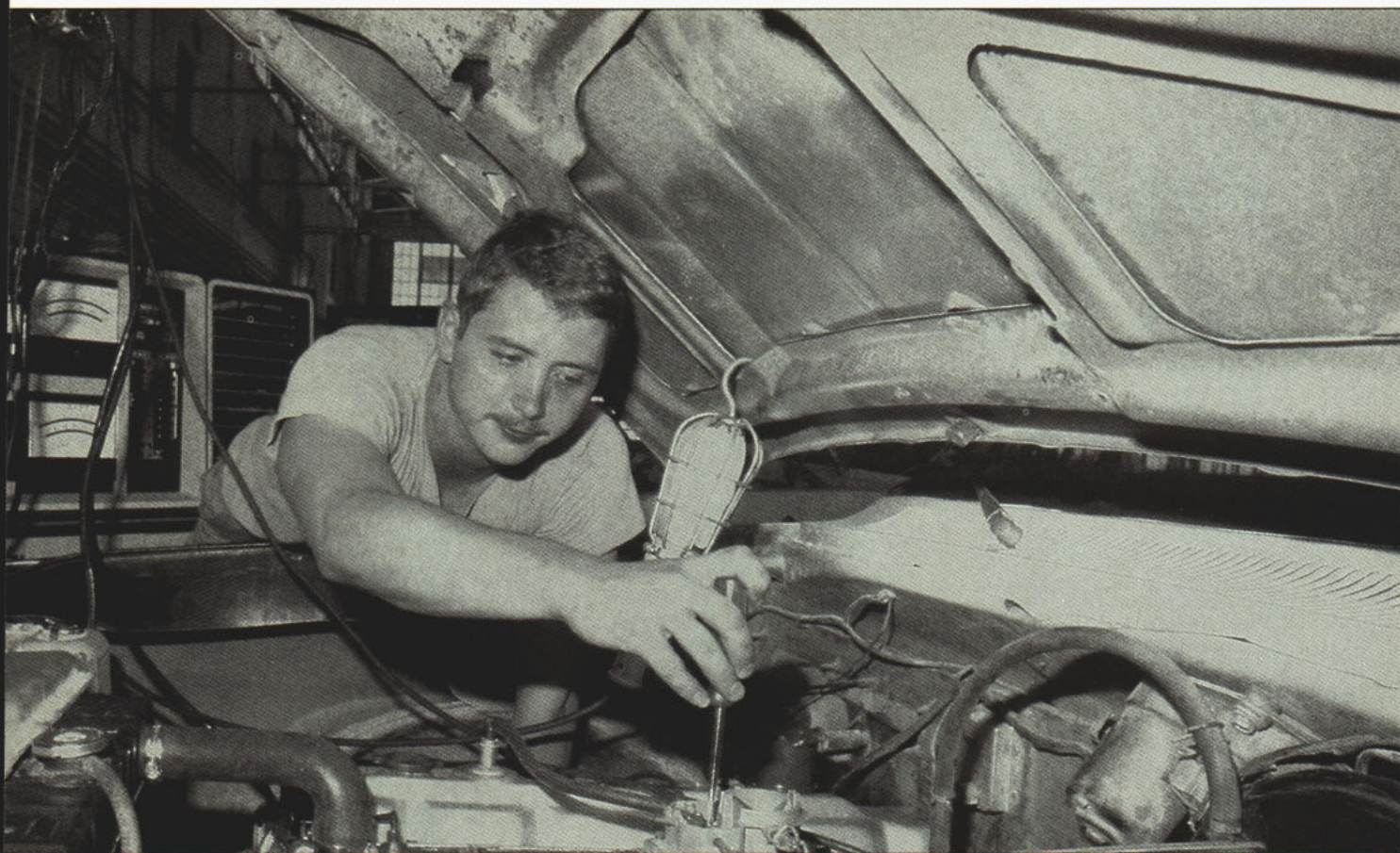
The program began March 30 and Taylor's crew restored seven vehicles in the first three months.

"We plan to spend about \$25,000 for this fiscal year," he explained. "That's about \$2,000 a vehicle. Right now, we're averaging \$1,503 per vehicle in the program. You can see how much money we're saving."

It takes three weeks to complete the SLEP program on a vehicle. "That's only if there are no glitches," added Taylor.

The initial glitch in starting the program, according to Taylor, was getting replacement parts. "There's lead time required from ordering to receipt and it initially slowed the program





down. Supply has done its level best to get the parts to us," he said. "We were chomping at the bit to get started, so we had to learn a little patience."

With the initial shortage of parts, Taylor said his crew learned to save everything. "If we can't save a vehicle with SLEP, we salvage all the usable parts," he said. "We're constantly looking for good parts. Heck, back where I come from, we kill the hog and use everything but the squeal — and we keep that on the radio!"

Not only are money and parts saved, but training is also an important part of the program.

"We'll keep a good transmission and then install it into one of our vehicles in SLEP," he said. "While the mechanic overhauls and installs the transmission, he trains other mechanics how to do the job. That's maximum use of parts and personnel. That's a good program."

There are only a few people involved in this program that saves Guantanamo Bay thousands of dollars in vehicle replacement costs. The team includes mechanic Luis Ramos, a re-

**Gitmo SLEP team member CM3 Simmons adds the finishing touch to repair work on a carburetor. Right: Allen Barrett replaces a door panel after inspection.**

tired Navy chief engineman, CM3 Chris Simmons, CM3 Shawn Williams, CM3 Judy K. Dewitt and three Jamaican Burns and Roe contract employees who handle the body, paint and upholstery work: Ronald Martin, Allen Barrett and Desmond Anglian.

"These are good people," he said. "I told them if it's something they would repair or replace on their own vehicle, do it on a SLEP vehicle. It gives them a personal interest in the vehicle's safety and the latitude to make their own decisions."

Even so, Taylor's crew only makes the repairs necessary to return the vehicle to top condition. "If the interior, windows or mechanical parts are good, we leave them alone," he said. "If it works, you don't fix it."

"We SLEP trucks for the entire naval base," said Taylor. "If it's in our inventory, we'll do it."

In FY91, the Gitmo SLEP will set



aside \$50,000 and Taylor says that equates to more than 30 trucks that will get a life-saving face lift. Let's see them try that with aircraft carriers! □

*Dougherty and Petrillo are assigned to the Public Affairs Office, Guantanamo Bay, Cuba.*



# Display ship *Barry*

*He who stands and waits also serves.*

Story by SN Wayne Lurkens, photos by JO3 Marke Spahr

A gentle breeze playfully dances through the night air, across the Anacostia River and the lonesome, silhouetted hull of a sleek United States Naval vessel. The slowly growing light lifts the cloak of darkness from the 5-inch guns, MK 32 torpedo mounts and anti-submarine rocket launcher.

The presence of history hangs over the decks; faint, eerie clangs and a hollow, high-pitched whistle seem to ring through the early morning air. Are these sounds of just the morning gulls waking from their night's slumber?

The ship's shadows retreat from the day's embracing presence, and as morning shows its bright face across the Washington Navy Yard, one last shadow disappears aboard the decommissioned "display ship" *Barry* (DD 933). A gull's scream breaks the solitude as several seamen make their way from their barracks across the deserted parking lot toward the waiting ship.

Since 1984, the destroyer has been a "display unit" or ceremonial platform for the armed forces. During her active service, from 1956 to 1982, *Barry* participated in the 1962 Cuban missile crisis and saw extensive action in the Vietnam War, in which she earned two battle stars.

Today, *Barry's* crew is a breed far removed from those who manned the ship's weapons systems in the past. Today's sailors do not fire the guns or activate the rocket launchers, but their work is far from relaxed. They ensure this ship is in top physical shape by chipping paint, sanding, grinding, painting and doing general maintenance like any other crew, but for different reasons. Because *Barry* is a cere-



monial ship, they host ceremonies on a daily basis that normal crews don't have to worry about.

This ship is now "the place" in the Washington, D.C., area to retire, hold commencements and receptions, have changes of command and even reenlistments and swearings-in. If it's military related, you can bet that *Barry* crew members will be hard at work preparing for the event. It is also one of the top attractions for tourists, bringing in thousands of visitors annually.

"Last year we reached the 500,000 mark in terms of giving people tours of this ship. Approximately 103,000 came here last summer [in 1989]," said LT Michael Slotsky, officer in charge of the naval display unit. "Everything on board is self-contained. The only limit to what we can do with this ship is our imagination."

It takes imagination *and* a special

***Barry* at home in her berth at the Washington Navy Yard, Washington, D.C..**

crew of 35 sailors, both men and women, who perform the normal duties of their ratings and also give tours at a moment's notice. Sometimes the tours are to vice admirals and admirals, more often they are to an assortment of civilians, ranging from high-ranking politicians and dignitaries to visitors and tourists from around the globe.

"*Barry* is unique," explained Master Chief Signalman Paul Covington, "because the crew is hand-picked, the job they do and the dedication and effort they put into it brings a lot of pride out of these young sailors."

This pride and dedication was particularly evident when President-elect Bush made a surprise visit to *Barry* in January 1989, with his wife Barbara



and then-Chief of Naval Operations ADM Carlisle A.H. Trost.

"President-elect Bush was at the chapel for services," explained Electrician's Mate 1st Class Kevin B. Schreiber. "When word reached us that he was coming aboard afterward, we 'turned to,' got everything squared away as fast and efficiently as we could, and waited for him to come to the quarterdeck.

"I welcomed him aboard, and he said, 'All I want to know is if you have any coffee.' He made a beeline for the chief's mess where we were currently cleaning and Mrs. Bush said, 'You don't need to clean up for us,'" recalled Schreiber. "My only thought was, if we don't need to clean up for you, who do we need to clean up for? Then Mr. Bush and ADM Trost squared off and started talking politics. Since then, everyone else has kind of been anti-climactic."

Other "notables" visiting *Barry* have included former Navy basketball star David Robinson, "Hunt for Red October" author Tom Clancy, former Secretary of Defense Frank Carlucci and the current Secretary of the Navy H. Lawrence Garrett III — just to name a few.

"Crew members do ceremonies with a lot of pride," said SMCM Covington, "and they do their jobs extremely well."

What does it take to become one of these proud, well-trained *Barry* sailors? The majority of the crew — 30 airmen, firemen and seamen — come straight from recruit training. A representative from *Barry* and a representative of the ceremonial guard see recruits while they are in the middle of boot camp. The ceremonial guard has height and weight restrictions; *Barry*'s needs, however, are not so specific.

Recruits must volunteer, then they are shown slide and movie presentations that tell them about duty with the guard and *Barry*. The two representatives then talk to each candidate



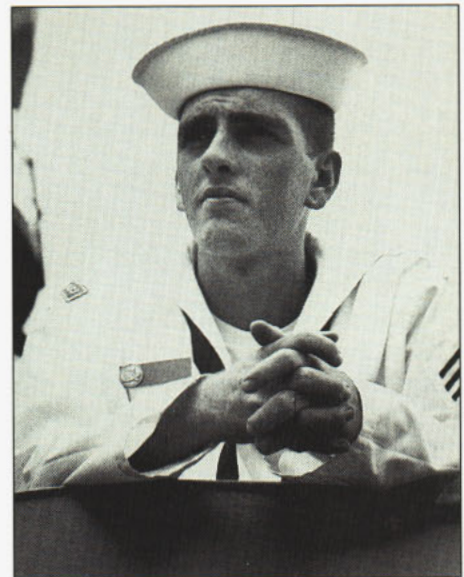
about opportunities with the programs.

For the most part, general detail and undesignated seaman, firemen and airmen are chosen for duty aboard *Barry*. The ship's leadership tries to give them the best possible training to become the best sailors in the fleet. Proof of this commitment is *Barry*'s advancement record.

"It is something that I am extremely proud of," said Slotsky. "We are 17 for 18 over the last three cycles and that encompasses a bunch of different ratings." Sailors aboard *Barry* include signalmen, electrician's mates, yeomen, boatswain's mates and storekeepers.

"We don't train them to be tour guides — we train them to be good sailors first, then they will become good tour guides," said Slotsky. "If they are good sailors, they represent the Navy well. Our mission is to project the Navy's image to the public and serve the Navy."

*Barry* is open to the public daily from 10 a.m. to 5 p.m. The crew constantly performs ceremonies, tours



**Left: *Barry* sailors ensure everything is "shipshape." Above: A tour guide awaits another group.**

and receptions, in addition to standing watch. "We work long hard days, including holidays," said AN Don Jumper, "but I feel we are sent out into the fleet as the best-rated sailors in the Navy."

*Barry*'s crew presents the Navy to people without actually taking them to sea. "There is one big Navy," said Boatswain's Mate 2nd Class Anthony Driver. "In that big Navy you have a quarterdeck — we are basically the 'quarterdeck' of the Navy. Things here are geared toward being spit and shine."

And the opportunities to "shine" are many as the *Barry*'s crew does everything from retirement ceremonies, to reenlistments, commissionings, touring 200 second-graders, standing watch at night and training troops to go out to the fleet.

The crew's attitude is proud and positive.

"As I said before, the only thing that limits us here is our imagination, and the fact that the ship is tied to the bottom of the Anacostia and can't go anywhere," said Slotsky. "I am extremely proud of my crew and the job we do here — we are one big family." □

*Lurkens is assigned to Naval Reserve Readiness Command, Unit 16, Minneapolis, Minn.*



# Bearings

## Navy evaluates bringing schoolhouse training to sailors

In the past, in order for sailors to obtain needed training they had to travel to another location to meet the demands of a sophisticated, rapidly changing and highly technological Navy.

Today, however, the Navy is evaluating an innovative and cost effective means of using high technology to bring schoolhouse training to sailors when and where they need it most — on or near their job sites. The technology is known as Interactive Distance Learning or Video Teletraining. This

U.S. Atlantic Fleet, Electronic Schoolhouse Network established by the Chief of Naval Education and Training in Pensacola, Fla. The network uses two-way television to provide training courses using satellite communications. The VTT system includes large screen televisions, video cameras and audio systems at both the course origination and receiving site(s). This allows an instructor and students to see each other and carry on "face-to-face" discussions.

"Video Teletraining's potential is virtually unlimited," said CNET VADM John S. Disher, whose Naval Education and Training Program Management Support Activity in Pensacola is responsible for management and evaluation of the network from a cost and learning effectiveness perspective. "With anticipated advances in VTT technology, a Navy-wide network could be used to train all active and reserve forces," Disher said.

VTT Manager Matt Hodgins of NETPMSA says, "VTT could revolutionize current training by bringing the schoolhouse to the sailor and significantly reducing the travel associated with training."

"And that sailor could spend more time on the job and at home with his family," added Disher.

The VTT concept seems simple, but providing instruction to students at remote sites using television requires careful attention and evaluation. Do students learn as effectively using the VTT instruction medium? A study compiled by the Center for Naval Analysis indicates the grades and failure rates were not significantly different between students in a typical classroom environment when compared with those of students who were receiving simultaneous instruction via VTT.

"When shorter courses are involved, interactive distance learning may be the most cost-effective way of training students at different sites," said Ray Griffin, NETPMSA personnel psychologist working on the VTT project. "This training may be more effective because it will be directly related to the specific work individuals perform and can be provided to them when they need the knowledge. The immediate use of the training in the work place will reinforce what has been learned."

By the year 2000, many Navy train-



Photo by OS3 D. Kevin Elliott

**Above and right: Sailors in Dam Neck, Va., take exams and attend classes with others in Mayport, Fla., through VTT.**

advanced technology delivery system — designed to increase training opportunities, reduce training costs and enhance learning — is being evaluated at sites along the East Coast from Newport, R.I., to Mayport, Fla.

The five sites, which also includes Norfolk, Dam Neck, Va., and Charleston, S.C., are part of the Norfolk-based Commander, Training Command,



Photo by OS3 D. Kevin Elliott

ing programs may have been replaced by VTT. The role of Navy schoolhouses may change, with some becoming origination sites for VTT courses.

The transition to such a program in the future will most assuredly present challenges. But the potential to implement superior training, provide it within the workplace and to present the material when individuals are ready to receive it, promises to improve sailor performance and Navy readiness while reducing training costs. ■

— Story by Rod Duren, Public Affairs Officer at Naval Education and Training Management Support Activity, Pensacola, Fla.



# Bearings

## Navy CURV III sets deep dive record

A U.S. Navy Cable Controlled Underwater Recovery Vehicle recently completed what is believed to be the deepest remotely-controlled dive.

Following sea trials and its first salvage operation, CURV III dove 20,106 feet in the Atlantic Ocean approximately 300 miles north of Puerto Rico. The CURV III system is maintained by the Navy Office of Supervisor of Salvage for deep ocean salvage and recovery efforts.

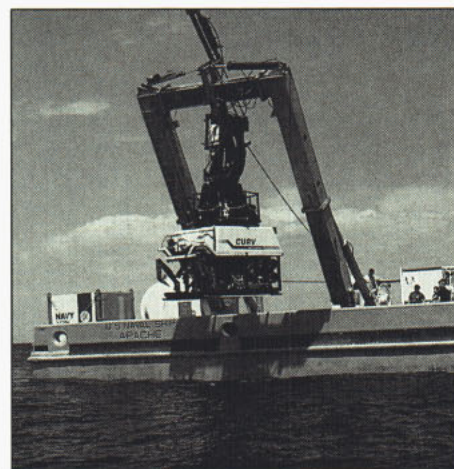
Prior to sea trials, CURV III was tested extensively at the Navy's David Taylor Research Center in Annapolis, Md. The research center monitored its development and tested the CURV in a pressure tank large enough to accommodate full-scale deep ocean vehicles and able to simulate depths of 27,000 feet.

The highly maneuverable vehicle

and its integrated systems were also tested from a barge in the nearby Severn River. Following testing and evaluation, CURV III underwent extensive modification by the builder, Eastport International, Inc., from Upper Marlboro, Md., under contract to the Navy.

CURV is designed to be air-transportable for quick response to salvage and recovery operations worldwide. The integrated systems of the 10,000-pound vehicle include 22,000-feet of fiber optic umbilical cable and an A-frame handling unit.

Computers control the CURV's nine hydraulic thrusters and automatic controls for depth, altitude above the sea bottom, heading and hovering. The vehicle has two black and white high resolution television cameras for use in the low-light levels found in the deep ocean, a color video



**The CURV III completes a record-setting dive in the Atlantic Ocean.**

camera, a 35mm camera, doppler sonar navigation, lights, release hooks and two hydraulic manipulators. ■

—Story provided and photo by the David Taylor Research Center Public Affairs Office, Annapolis, Md.

## Marine excels aboard ship, gains Enlisted Surface Warfare pin

Earning the Enlisted Surface Warfare insignia is a goal for most sailors and one that many are achieving. But for a Marine to receive the coveted pin is a rarity. Marine Corporal Peter G. Lindquist recently completed his ESWS qualifications aboard USS Mount Whitney (LCC 20).

"If you look in the Resolution of Congress for Marines, it says that Marines should not only be able to handle a rifle, but also be highly capable seamen," said Lindquist. "Sea duty is the oldest duty for a Marine. I've tried to get the most out of every place I have been, whether it was at a school or a tour of duty."

Although he considers receiving the qualification a high point in his career, it was not an automatic goal upon his arrival to the 2nd Fleet flagship.

"I served in positions such as damage control petty officer and supply petty officer," he said. "and that's when the desire began to feed on itself. Every time I would get through one door there would be two more in front of me."

"By taking the initiative to become ESWS qualified, even though it isn't required of Marines, he helped this detachment a great deal. He became our resident expert," said Marine Gunnery Sgt. L.C. Fleming, maintenance chief for the Marine communication detachment. Fleming went on to say that Lindquist's knowledge of the shipboard systems increased as he worked toward his goal and this enabled him to train his fellow Marines in shipboard procedures without having to rely on a sailor for the training.

Now that he has earned the silver pin, don't look for it on his chest, because it is not part of the Marine Corps uniform. But that doesn't bother Lindquist at all.

"I would like to be able to wear it when serving afloat," he said, "but the main reason I worked toward the pin was for the learning experience and to gain a better understanding of what sailors do on a daily basis."

Does he think other Marines should try to earn the ESWS?

"I don't think it should be a requirement," Lindquist said, "but it is a good idea for any career Marine who serves afloat or works closely with amphibious operations." ■

—Story by JO3 Doug Roberts, assigned to Public Affairs Office, USS Mount Whitney (LCC 20).



# Bearings

## Charleston commands create largest partnership

Eight Navy Charleston, S.C., commands and area schools signed business/education partnerships during a special ceremony June 1, making them the largest partnership sponsor Navy-wide.

Special plaques were presented to each of the schools joining others from Charleston, Berkeley and Dorchester counties that are involved in more than 100 partnerships with the Navy there, the benchmark goal set by RADM Stanley E. Bump, Naval Base Charleston commander. A total of 93 Naval Base commands and 75 Tri-county area schools are now represented in 101 total partnerships.

The partnerships place Navy volunteers in schools where they serve as role models for "at-risk" youth and provide career counseling, tutoring and other help with such things as beautification projects and more.

Dr. David Sklarz, a representative of the Charleston County School District, said the Navy had "accepted an awesome challenge ... [to provide] a



U.S. Navy Photo

living example of what these kids can be."

The following commands and schools participated in the ceremony held at the Cooper River Rec Center aboard the naval base: Submarine Group 6 — Midland Park Elementary, Submarine Squadron 4 — Bishop England High, Destroyer Squadron 6 — MenRiv Elementary, Destroyer Squadron 36 — Charleston County Attendance, USS Mount Baker (AE 34)

### The 100th signed partnership.

— Low Country Academy, Navy Consolidated Brig — Dubose Middle School, Navy Construction Battalion Unit 412 — Dorchester County Career, and Personnel Support Activity Network — Pinewood-Summerville Prep. ■

— Story by JO2 Chris Booth assigned to Naval Base Charleston, S.C., Public Affairs Office.

## Navy helicopters evacuate island residents

When their safety was threatened by a volcano, the entire population of Anatahan Island was evacuated by the U.S. Navy at the request of the governor of the Commonwealth of the Northern Marianas Islands.

Navy Helicopter Combat Support Squadron 5 evacuated the 22 people after nine tremors shook the 12.5 square-mile island for three days. The Navy sent two HH-46D helos 196 miles from Guam to transfer the 14 children and eight adults to safety on the island of Saipan, located 73 miles to the south of their isolated home.

"When I first saw the island, I was amazed at how beautiful it was," said

CDR Allen Worley, commanding officer of HC-5 and pilot of the lead helo. "It's exactly like the description of a lush, tropical paradise. It was so rugged in its beauty that it was awe-inspiring.

"When we were up in the air with the island's residents," Worley continued, "it was the first time they had ever seen the top of their own volcano because [the island's] so rugged."

Anatahan is a very isolated society. For the children, it was their first time ever off-island, let alone in a helicopter or a car.

"Some were apprehensive about leaving," said Aviation Structural

Mechanic 1st Class Mike Kennedy, crew chief of the second helo. "The kids thought it was great. It was like a ride at Disneyland that they had seen in magazines."

The half-hour flight to Saipan gave some of the adults time to think about their situation. "There was one woman who had never left Anatahan in her life," said Aviation Ordnanceman 3rd Class Jay McDonald. "When we got near Saipan, she started crying because she didn't want to leave her home." ■

— Story by JO2 Kerry Boehm assigned to Commander U.S. Naval Forces Marianas Public Affairs Office.



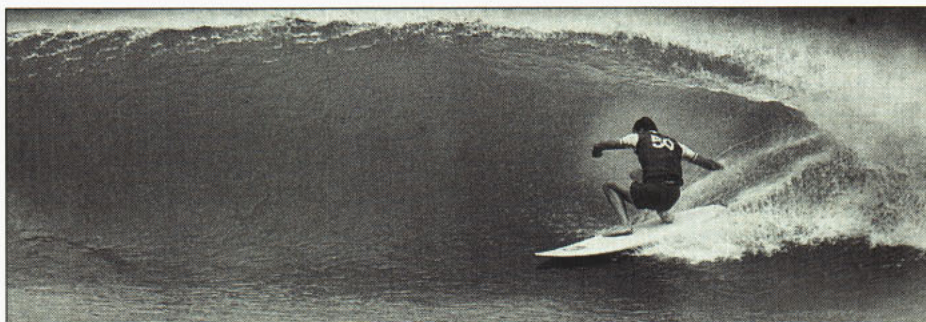
# Bearings

## White-water fun awaits sailors, Marines in Subic Bay

Sailors and Marines on deployment to the Western Pacific can add another sport to the long list of recreation activities available to them at U.S. Naval Facility Subic Bay, Republic of the Philippines.

Surfing has become quite popular at Bay-area beaches on Grande Island, which is already famous for its resort-style hotel accommodations, leisure-time activities and extensive sporting equipment rental facilities. Although the waves pounding over the reefs of Grande Island are possibly the best found in the 7th Fleet's 52-million-square-mile area of responsibility, visitors needn't be of professional caliber to give it a try.

"A lot of people are surprised to hear there are rideable waves in Subic," said Machinist's Mate 1st Class Ivan Trent, co-founder and president of the Far East Surfing Association. "But Grande Island gets some of the most



perfect five- to six-foot waves you'll ever see. I'd rate them 'world class' for their clean form and length of ride possibilities. It can be a surfer's paradise."

For newcomers to the sport, Trent recommends a soft foam body board on which riders lie as they get whisked across the surf just inches in front of a breaking wave. He advises experienced surfers to bring along a surfboard designed and built for fairly powerful reef-breaking waves.

**HMC David Jefferson rides a perfect wave on the way to taking first place in a surfing contest at Grande Island in Subic Bay.**

So, the next time sailors and Marines are in Subic Bay and have a desire to try something a little different, contact the Far East Surfing Association and try catching a wave. ■

*— Story and photo by PH1 Ted Salois assigned to 7th Fleet Public Affairs, Subic Bay, Republic of the Philippines.*

## Naval Reserve doctors fill surgery gap on weekends

Surrounded by masked men and women clad in hospital green smocks, a small, motionless figure lies huddled amid operating sheets with only an ear exposed and an oxygen tube protruding from her mouth. This small figure is a baby having intricate ear surgery performed by reservists on a weekend at Naval Hospital Oakland, Calif., as part of the Reserve Same-Day Surgery Program.

Reservists drilling at Naval Hospital Oakland use their professional skills to help shift some of the hospital's patient case loads to the weekend. Performing surgery on the weekend with Reserve physicians, nurses and corpsmen, allows Naval Hospital Oakland to free operating room time



and staff during the week to other cases.

Besides providing an excellent training platform, the RSDS Program provides outstanding cost savings for

**The Reserve Same-Day Surgery Program at Naval Hospital Oakland, Calif., is the first of its type to use reservists for surgery on Saturdays.**

Navy medicine. From February through December 1989, reservists performed outpatient surgery on 11 Saturdays, for a total of 77 cases involving 88 operating room hours. The Navy saved \$111,985 under the RSDS Program.

The program is open to family members and retirees, who also benefit by having no CHAMPUS co-payments. ■

*— Story and photo by JO2 James D. Berry assigned to Naval Reserve Readiness Command, Region 20, Treasure Island, Calif.*



# Bearings

## AO1 Lewis receives 1990 NCOA Vanguard Award

Aviation Ordnanceman 1st Class (AW) Eric C. Lewis was selected as the Navy recipient of the 1990 Non Commissioned Officers Association Military Vanguard Award.

The prestigious award, presented annually by the NCOA in the name of a Medal of Honor recipient, goes to noncommissioned and petty officers from each branch of the armed services who have performed a particularly heroic act, saving a life or preventing serious injury. As the Navy's 1990 Vanguard Award winner, Lewis received the award in the memory and honor of Machinist's Mate 1st Class Robert R. Scott, who was awarded the Medal of Honor for his actions aboard USS *California* (BB 44) during the attack on Pearl Harbor, Hawaii, Dec. 7, 1941.

In January 1989, while assigned to Attack Squadron 185, then-AO2(AW) Lewis took heroic action during a fire

involving a KA-6D tanker aircraft at U.S. Naval Air Station, Cubi Point, Republic of the Philippines. He is credited with saving the life of the plane captain, the pilot and countless others when the aircraft suddenly burst into flames following a fuel spill during a routine hot refueling operation. For his actions, Lewis was awarded the Navy and Marine Corps Medal for heroism and the Navy Achievement Medal. However, Lewis said he doesn't like being referred to as a hero.

"I was just doing my job," he explained. After finishing the workday, Lewis and a shipmate were at the top of a hill when they heard a loud "boom!" and saw the early evening sky suddenly

light up.

"We were about 500 yards away and we could feel the heat — it was intense when it first blew," Lewis said. "My first reaction was to put the fire out. We both charged down the hill. As soon as I got to the bottom I heard a second explosion and saw the plane captain on fire."

Lewis chased the burning plane captain and finally got him down on the ground, where someone else put out the flames with a fire extinguisher. Lewis then turned his attention to the burning aircraft where he organized firefighting and hose teams which aggressively fought and extinguished the fire.

"My major thought at the time was 'if the fire gets to those fuel drop tanks we'd all be dead,'" he said, matter-of-factly. "I worked at 'crash' in my first job, and with so much fuel there I knew it would have wiped us all out unless we got it under control quickly.

"I was the on-scene leader for about 20 to 30 people, all from my shift — [basically] because I was there," said Lewis.

According to Lewis, instinct and the knowledge taught by the Navy took over and "told him" exactly what to do.

"I just did what I had to do," said the modest Lewis, a Birmingham, Ala., native, who joined the Navy in 1982. Lewis was also there "doing what he had to do" during the June 1990 fire aboard USS *Midway* (CV 41), when his squadron deployed with the carrier on WestPac. "Each time afterward," he said, "I just thanked God I was there to help." ■

— Story by JO2 Andrew I. Karalis assigned to All Hands. JO1 Charlotte Crist, Public Affairs assistant to the Master Chief Petty Officer of the Navy, contributed to this story.

**MCPON AVCM(AW) Duane R. Bushey and NCOA President Walter J. Kruger present the Vanguard Award to AO1(AW) Eric C. Lewis for his heroic actions.**



Photo courtesy of NCOA



# News Bights

Secretary of the Navy H. Lawrence Garrett III recently announced the aircraft carrier USS *Kitty Hawk* (CV 63) will move to San Diego after completing the Navy's Service Life Extension Program in Philadelphia.

The home port change will occur during summer 1991, with the actual arrival date based on operational requirements and announced later.

Navy officials assured families there will be adequate housing available in the San Diego area because the city has historically been the home port for three Pacific Fleet carriers.

*Kitty Hawk* will join USS *Ranger* (CV 61) to become the second carrier homeported in San Diego.

\* \* \*

Decommissioning of USS *Lexington* (AVT 16) is scheduled for mid-1991. After 47 years of service to the fleet, "Lady Lex" will be replaced by USS *Forrestal* (CV 59) as the Navy's training carrier. Secretary of the Navy H. Lawrence Garrett III announced the decision to retire *Lexington* early as a cost-saving measure. Since joining the fleet in 1943, "The Blue Ghost," as she became known during World War II, destroyed more than 1,000 enemy planes and sank 300,000 tons of shipping.

Serving as the Navy's training carrier since 1962, "Lex" has carrier qualified thousands of naval aviators and recorded more than 490,000 arrested landings.

*Forrestal*, homeported in Mayport, Fla., may assume the training carrier role as early as this month.

\* \* \*

Secretary of Defense Dick Cheney recently announced that one Marine Corps and eight Navy shore installations are among more than 150 overseas Department of Defense facilities being closed, reduced or realigned starting this fiscal year. The announcement follows a review conducted by each department directed by the secretary in light of potential force structure changes and an upcoming arms control agreement in Europe. Declining budget funds in future years are also a factor.

Overseas installations scheduled for closure, realignment or reduction are: Naval Facility Bermuda; Naval Facility Argentia, Newfoundland, Canada; Naval Air Facility Kadena, Okinawa, Japan; Guardamar Communications Site, Guardamar Del Segura, Spain; Naval Communications Station Harold E. Holt, Exmouth, Australia; Naval Support Activity, Naples, Italy; Cartagena Fuel and Ammunition Areas, Cartagena, Spain;

and the Marine Corps' Camp Foster, Japan.

CONUS facilities are still under study and a decision on them is pending because DoD does not have the authority to close a domestic installation without congressional approval. Secretary Cheney is expected to present Congress a list of domestic bases to be closed, realigned or reduced next month.

\* \* \*

Steps are being taken to reduce the number of student aviators due to an excess of these students in aviation training commands. This excess is causing lengthy delays between training phases, increasing training costs and creating morale problems.

According to Navy officials, the surplus is primarily due to smaller fleet requirements for pilots based on anticipated budget reductions and Navy force structure changes. Lower-than-expected pilot attrition rates are also a factor.

To lower the number of student pilots, the Navy will reduce accession of new pilots to the level necessary to sustain a flow of students and meet long-term requirements. In addition, approximately 300 student pilots will be released from training this fiscal year.

Volunteer disenrollments will be solicited along with some opportunities for interservice transfers. Of those released from training, some will be offered transfers to other officer career fields or released from active duty.

\* \* \*

United Service Organizations, the civilian non-profit group devoted to serving the off-duty needs of our nation's military, has announced plans to provide morale support programs and services to American troops deployed to the Middle East as well as their families who remain in the U.S.

Radio stations across the country are participating in the "USO Morning Show Network" to raise funds for USO activities. The USO will focus on celebrity entertainment, temporary facilities and fleet centers, communicating with the troops and family-oriented social support services.

Because the USO receives no federal funds and will provide these services at no cost to the troops, it must develop innovative fund-raising programs. The Gulf crisis has spawned the need for immediate additional funds. Those wanting to help the troops can do so through direct support to the USO. Checks to "World USO" may be sent to: USO World HQ, Gulf Crisis Fund, 601 Indiana Ave. N.W., Washington, D.C. 20004. □



# Mail Buoy

## Compliments on Cabot

I was very pleased to read the article about my ship USS *Cabot* (CVL 28) and other naval activities in New Orleans in the July 1990 issue of *All Hands* magazine.

After serving my country over a span of 46 years, I am retiring from my job with the Department of Defense at the end of August.

Please pass on my compliments to Petty Officer Bosco for his fine story and photos. I wish you a long and satisfying career in the Navy, and keep up those excellent editions of *All Hands*.

— Victor Carman  
Cincinnati, Ohio

## Image is important

Regarding the August 1990 publication of *All Hands*, the front cover portrays a heavy equipment operator who, in my mind, is a very poor example of the Seabees "can do" spirit. Not only is he wearing a non-authorized T-shirt, but every good Seabee heavy equipment operator knows that you must wear a hard hat when operating any piece of heavy equipment. He is also not wearing hearing protection.

Being a heavy equipment operator in the Seabees myself, I feel that it is very important to project a more professional image.

Thank you for projecting the other three photographs in the professional "can do" spirit that I am very proud to be a part of.

— EO2 Lane Saulmon  
Navy Recruiting Station  
Sacramento, Calif.

## No rest for the weary

In regard to your article on the 15th anniversary of *Operation New Life*, the evacuation of Vietnamese to Guam, in the September 1990 edition:

The day *Operation New Life* began, I was assigned as detachment clerk for Finegayan Detachment, Naval Mobile Construction Battalion 4, out of Port Hueneme, then deployed to Camp Covington, Guam, CDR Malcolm MacDonald, CEC, USN, commanding.

The order to "mount-out" arrived at NCS Finegayan (now NavCAMS Marianas) at 9 a.m. Our 60-man detachment had our five construction projects closed down by 1 p.m. We were on a man-haul at

3 p.m., headed down-island to the abandoned airfield at Orote Point. ENS Richard Elliot and Chief Steelworker James Willis could not have been more professional or organized in completing these tasks under short notice.

The 16-man tents sent to Guam provided adequate space for the refugees, but construction the first day was seriously hampered by the fact that wooden tent-peg tend to splinter when driven into coral. Builder Constructionman Michael O'Donnell was responsible for inserting a length of rebar into a pneumatic hammer and driving it into the ground as a substitute. After that, we were erecting one tent every 12 minutes for each 10-man crew, from the time that the folded tent was placed on-site from the forklift, until the waiting refugees moved in.

Finegayan Det. worked 12 hours each day, plus an hour commute each way. But, despite the fact that NMCB 4, and her 850 men were the prime muscle behind the construction of Camp Fourtuitous, you omitted any mention of NMCB 4.

NMCB 4 laid out that camp, ran water, brought in electricity and fed the refugees until the arrival of a Reserve Army unit. NMCB 4 even had to erect their tents! After that, we spent every available free moment spray painting the Seabee logo over Army stars. Ninety-two percent of Camp Fourtuitous was erected in three weeks.

— Nicholas Von Teck  
San Diego, Calif.

• *Thanks for setting the record straight.* — ed.

# Reunions

• **USS Navarro (APA 215)** — Reunion proposed. Contact Newton M. Marler by January 1991 at 3228 Plymouth Place, New Orleans, La. 70131; telephone (504) 393-1663.

• **USS Sussex (AK 213)** — Reunion February 1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

• **USS J. Fred Talbott (DD 230)** — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tanton Drive, Fort Washington, Md. 20744; telephone (301) 292-2587.

• **USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Stack (DD 406)** — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **VP/VPB 213, World War II PBM Mariner Squadron** — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **PBM Mariner - P5M Marlin** — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

• **VF 42** — Reunion (50th Anniversary) April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

• **USS Montpelier (CL 57/SSN 765) World War II** — Reunion April 1991, Newport News, Va. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603; telephone (517) 781-0716.

• **Officers of VS 21** — Reunion April 1991, San Diego. Contact LT Scott Lewis, NAS North Island, San Diego 92135; telephone (619) 545-7080.

• **USS Wasp (CV/CVA/CVS 18) 1943-72** — Reunion May 1-5, 1991, San Diego. Contact Richard G. VanOver, 6584 Bunting Road, Orchard Park, N.Y. 14127; telephone (716) 649-9053.

• **Destroyer Division 59: USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155), and USS Dallas (DD 199)** — Reunion May 23-26, 1991. Contact R. K. Prouty, 335 Main St., Spencer, Mass. 01562; telephone (508) 885-2894.



Navy Christmas from 1984 — Port bow view of the battleship USS *Iowa* (BB 61) decorated with Christmas lights which outline the barrels of her 16-inch guns. U.S. Navy photo.







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